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1911

TWENTY-FOURTH ANNUAL REPORT

OF THE

INTERSTATE COMMERCE COMMISSION

DECEMBER 21, 1910



WASHINGTON
GOVERNMENT PRINTING OFFICE
1911

THE INTERSTATE COMMERCE COMMISSION

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REPORT

OF THE

INTERSTATE COMMERCE COMMISSION

WASHINGTON, D. C., December 21, 1910.

To the Senate and House of Representatives:

The Interstate Commerce Commission has the honor to submit its twenty-fourth annual report for the consideration of the Congress.

The act of June 18, 1910 (36 Stat. L., 539), commonly known as the Mann-Elkins law, enlarged the substantive provisions of the act to regulate commerce, corrected numerous defects which experience had disclosed, conferred upon the public new rights and remedies, and correspondingly increased the jurisdiction and authority of the Commission. As in the period following the enactment of the Hepburn law of 1906, much consideration has been given, and for a time will be required to be given, to the administrative interpretation of the amended act for the guidance of shippers and carriers. The nature and general scope of this work was explained at some length in our report to the Congress for 1909, and what was said at that time respecting the practical importance and permanent value of this method of administration need not be here repeated. It is sufficient to say that the questions presented involve the application to daily transactions between carriers and shippers of substantially every provision of the amended statute.

Immediately following the passage of the Mann-Elkins law the Commission was called upon to exercise what is perhaps the most far-reaching and fundamentally important power conferred upon it by that act, namely, the authority to suspend proposed advances in rates pending investigation of their propriety. It will be recalled that in the first half of 1910 numerous carriers had given notice of general advances in rates, and it was commonly understood that other carriers would shortly take similar action. As a result of conferences between the Government authorities and representatives of the carriers, the dates on which the proposed advances were to become effective were postponed pending the passage of the bill then under consideration by the Congress, and section 12 of that bill was made effective upon

its passage in order that the Commission might at once institute investigations thereunder. Thereupon two general investigations were instituted, one relating to the general advances in rates proposed by eastern carriers and the other to those proposed by western carriers. In both proceedings organizations of shippers asked for and were given leave to intervene. Appreciating the importance to the general public, as well as to the interested carriers, of an early determination of the issues presented by these cases, every effort has been made to expedite the proceedings. As a result of the hearings, which closed November 30, a stupendous record is now before the Commission. Hundreds of tariffs naming the increased rates were voluntarily postponed by the carriers until November 1, 1910, and again postponed until February 1, 1911. The cases have been assigned for argument on January 9 and succeeding days, and the Commission intends to announce its decision at the earliest practicable date thereafter.

WORK OF THE COMMISSION.

Since our last annual report the Commission has announced decisions in 692 proceedings instituted by formal complaints or by the Commission on its own motion, and 125 similar cases have been disposed of by stipulation of the parties for dismissal or motion of complainants for discontinuance. It will thus be seen that 817 formal cases have been removed from the Commission's docket during the year. The present docket shows a marked improvement over that of previous years in the number of pending cases, and the entire work of the Commission is in a fairly satisfactory condition. A digest of the important points decided by the Commission will be printed in an appendix to this report.

During the same period 660 formal complaints have been filed and 11 proceedings instituted by the Commission. In addition to this, 25 proceedings involving suspension of tariffs under the act of June 18, 1910, have been instituted. The number of formal proceedings shows a marked decrease as compared with the number filed during the previous year, due mainly to the consolidation of complaints involving the same or substantially the same principle, subject, or state of facts.

The number of informal complaints made the subject of correspondence between the Commission and interested carriers shows a decrease for 1910 as compared with 1909, 3,840 having been filed during the year 1910, as against 4,436 in the previous year. This decrease may be in part accounted for by the fact that, as a result of numerous decisions by the Commission in formal and informal proceedings to which practices of shippers and carriers have been adjusted, and which form precedents for similar transactions, the num-

ber of controversies in which appeal to the Commission is necessary has somewhat diminished.

Seven hundred and thirty-seven hearings and investigations respecting alleged violations of the act have been held at sessions of the Commission in Washington and various places throughout the country, at which more than 65,190 pages of testimony, exclusive of voluminous exhibits, have been taken.

Statements more or less in detail respecting the operations of the several bureaus or divisions established for the purpose of performing the duties imposed upon the Commission will be found in subsequent pages of this report.

RATE SCHEDULES AND APPLICATION OF RATES.

No change of importance or of public interest has been made in policy or methods in this branch of the work. Further and substantial progress has been made and is being made in the clarification and simplification of carriers' rate schedules

In the 12 months ended November 30, 1910, 154,588 tariff publications were filed with the Commission. This is some 30,000 less than for the preceding 12 months, accounted for largely by the fact that, as during the preceding year, a consistent plan has been followed of including in book tariffs the rates upon a specific commodity or upon various commodities from and to large groups of points, thus eliminating the use of many miscellaneous small tariffs. The number of schedules filed was considerably augmented by the filing of supplements postponing the effective dates of tariffs which contained advanced rates now under investigation.

During the 12 months ended November 30, 1910, the number of special permissions granted to make tariffs effective on less than statutory notice was 3,940, substantially the same as during the preceding period. The number of these special permissions would have been perceptibly smaller but for those issued in connection with the postponement of the effective dates of tariffs involved in the general rate advance cases.

The work of the rate division of the Bureau of Tariffs increases and grows in importance. It is sometimes found desirable and necessary to have a check made by employees of the Commission as to the effect of contemplated orders in important contested rate cases. An instance of this is found in the so-called Intermountain cases, in which practically all of the rates to the intermountain territory from points on and east of the Missouri River and from distributing centers on the Pacific coast are involved.

UNIFORM CLASSIFICATION.

In our twenty-first annual report reference was made to the understood status of the work which had been undertaken by the carriers looking to the establishment of a standard or uniform freight classification to take the place of existing separate classifications. The Commission was at that time advised that the carriers operating in the several classification territories had created a central committee consisting of persons especially qualified to engage in the highly technical work involved in the unification of these classifications.

The important features which it is sought to unify are the rules and regulations, descriptions of articles, minimum weights for carload shipments, and the number of classes which shall govern rate assignments.

Opportunity has been afforded the Commission from time to time to be informed of the progress made by the central committee, from which it appears that much has been accomplished toward the general purpose in view. Substantially all of the rules and regulations of the existing separate classifications have been reviewed, revised, and brought together in a unified form. Upward of one-third of the articles in the different classifications have been assigned a uniform description, and uniform minimum carload weights have been prescribed for a proportionate number. A large amount of work will be necessary to complete the review of the remaining several thousands of articles in order that uniformity may be similarly prescribed for each.

The question of determining a uniform number of classes for rate assignments is recognized as a more difficult and intricate problem, and it is realized that a somewhat longer time will be necessary for consideration and adjustment of this feature of uniformity.

The Commission has thought it proper to suggest to the carriers that as rapidly as any of the features of uniformity were determined upon by the central committee the same should be incorporated in the existing classifications, as under this plan an increasing degree of uniformity may be gradually accomplished. It is understood that this suggestion has been favorably received, and that the carriers in the respective territories are now giving consideration to such recommendations of the central committee as have been made up to this time, with a view to the incorporation of same in forthcoming issues of the separate classifications.

From the progress of the work as stated it appears that the carriers are making a sincere effort to harmonize as far as possible the conflicting features of the various classifications, but the stimulus of requirement should be applied unless satisfactory results at an

early day indicate that the desired uniformity will be brought about by voluntary action.

DIVISION OF PROSECUTIONS.

Since December 1, 1909, 44 indictments for criminal violation of the act to regulate commerce have been returned. Six of these indictments are joint, two defendants being included in each case.

Since December 1, 1909, 43 prosecutions have been concluded. Thirty-one pleas of guilty were received. The penalties assessed have ranged in amount from \$100 to \$20,000, the aggregate being \$63,500. In the same period 8 verdicts of guilty have been rendered, upon 6 of which, containing 361 counts, penalties have not yet been imposed. Two verdicts of acquittal have been rendered.

Of the 44 indictments returned during the year, 25 have been against carriers or carriers' agents and 19 against shippers or passengers. Of the 43 prosecutions concluded during the year, 21 have been against carriers and carriers' agents and 22 against shippers or passengers.

The more important points of law involved in the pleas of guilty received during the year are as follows:

On March 25, in the southern district of New York, the general agent of the Holland-American Steamship Co., Adrian Gips, pleaded guilty to a charge of receiving rebates upon certain import shipments forwarded by his company over the lines of rail carriers subject to the act. These shipments were transported by the steamship company from points in Europe to New York City, the steamship company having the power to determine the rail carrier to inland point of destination in the United States. The illegal payments were made to it as commissions on the theory that it was acting as soliciting agent for the railroads. The steamship company did not own the goods, nor did it pay the freights. Inasmuch as it controlled the routing, however, it was the position of the Government that it was in the eye of the law the shipper and that commission payments to it could not legally be made.

One railroad corporation pleaded guilty during the year to a charge of misbilling shipments made by it over the line of a connecting carrier, thus gaining a concession from the rate. Another railroad corporation was found guilty of a similar offense after trial. A fine has been imposed, and an appeal has been taken. These indictments were brought by the Government on the theory that corporations acting as interstate carriers are subject to the law as shippers when forwarding goods over the lines of other carriers.

In two of the cases where a plea of guilty was entered, the offenses consisted of giving rebates from State rates upon State shipments, in consideration of the routing of interstate shipments subsequently

made. The position of the Government in these cases was that the concessions from the State rates were things of value, and that it is a violation of the act to regulate commerce to give such concessions in connection with the routing of interstate shipments.

Several prosecutions for giving and receiving concessions in the matter of demurrage charges have been brought to trial during the year and verdicts of guilty have been secured. The indictments in this matter were directed against the shippers as well as the carriers.

Indictments have been returned against the Hocking Valley Railroad and the Sunday Creek Coal Co. for discrimination and concessions from rates involving the practice of extension of credit to favored shippers to an unprecedented extent. In these cases the shipper was, at the time of indictment, in debt to the railroad company to the amount of more than \$2,400,000 for unpaid freight moneys. The Government indicted both shipper and carrier in this case on the theory that such extension of credit was in itself a departure from published tariffs, and also upon the theory that when given to some shippers and not to others it is a discrimination.

Two indictments against the Texas & Pacific Railway Co. at New Orleans are for the collection of more than tariff rates for service rendered. These are the first indictments in the history of the act for this form of departure from the published tariffs, all other prosecutions having been brought for charging less than published rates.

The investigations by this department have been carried on constantly during the year, some resulting in criminal prosecutions as above set forth and others resulting in the correction of improper practices not arising to a dignity warranting prosecution.

A number of investigations before the Commission have also been carried on by the division, some of them presenting important questions in the construction and enforcement of the law. The investigation into the matter of substitution of tonnage in transit was the most important of these. Hearings in this matter were held throughout the country. It was developed beyond question that the carriers were failing to properly police and supervise the transit privileges granted by them, and also that shippers were substituting tonnage at every transit point brought under examination in such a way as to defeat published rates. Extensive reforms in this matter have already been effected. Much remains to be done. Transit rules are still in an unsatisfactory condition. This work will be continued until transit rules are properly constructed and enforced at all points.

Investigation into the matter of restricted rates involves the right of carriers subject to the act to make special rates to each other not open to the general public upon fuel for use in their business as carriers. This matter is now under submission to the Commission.

The policy adopted by the Commission upon the formation of the Division of Prosecutions has been followed during the year, in that indictments generally have contained comparatively few counts and large penalties have not been sought except in cases showing very unusual conditions. The fight against discrimination is by no means won. Those practices still remaining are more insidious and more difficult of extirpation than open rebating, by reason of the fact that they are hidden in contractual arrangements entirely legal except for the effect produced. To speak generally, these arrangements depend for their vice upon some unification of shipper and carrier, by which shippers secure an interest in carriers' profits. Certain divisions with terminal railroads, payments for the use of plant facilities, payments to shippers for performing for themselves services not incumbent upon the carrier, arrangements with private car lines, and the ownership of industrial corporations by carrier corporations and of carrier corporations by industrial corporations, are the more prominent and baneful examples of the abuses now continuing.

INDICTMENTS RETURNED SINCE DECEMBER 1, 1909.

1. *United States v. American Tobacco Co.* (district court, western Kentucky).—December 2, 1909, indictment returned charging acceptance of rebates on shipments of unmanufactured tobacco (3 counts).

2. *United States v. Arnstaedt & Co.* (district court, southern New York).—May 16, 1910, indictment returned charging false billing. May 18, 1910, plea of guilty entered and fine of \$200 imposed.

3. *United States v. Atlantic Coast Line Railroad Co.* (district court, southern Georgia).—December 2, 1910, indictment for granting concession of rate on interstate shipments of grain from Philadelphia to Jacksonville (7 counts).

4. *United States v. Bethlehem Steel Co.* (district court, eastern Pennsylvania).—March 28, 1910, indictment for receiving rebates of demurrage charges from the Philadelphia & Reading Railway Co. (63 counts). June 15, 1910, verdict of guilty.

5. *United States v. Bethlehem Steel Co.* (district court, eastern Pennsylvania).—March 28, 1910, indictment for receiving rebates of demurrage charges from the Lehigh Valley Railroad Co. (97 counts). June 15, 1910, verdict of guilty.

6. *United States v. Louis A. Boettinger* (district court, southern New York).—April 20, 1910, indictment charging false billing. April 20, 1910, plea of guilty entered and fine of \$100 imposed.

7. *United States v. Robert Burnap* (district court, southern New York).—March 14, 1910, indictment returned for payment of rebates to the Holland-American Steamship Line.

8. *United States v. John Cart* (district court, South Carolina).—March 15, 1910, indictment returned charging misbilling. March 15, 1910, plea of guilty entered and fine of \$750 imposed.

9. *United States v. Evansville Hoop & Stave Co.* (district court, western Kentucky).—Indictment for acceptance of rebates on shipments of staves (5 counts) returned on November 29, 1910.

10. *United States v. F. C. Frieser*, foreign freight agent of the Wabash Railroad Co. (district court, southern New York).—March 14, 1910, indictment charging payment of rebates to the Holland-American Steamship Line.

11. *United States v. G. F. French* (district court, southern West Virginia).—April 5, 1910, indictment returned charging unlawful use of an interstate pass issued by the Norfolk & Western Railway Co.

12. *United States v. H. B. Hadley and Elijah F. Hyatt* (district court, Montana).—June 25, 1910, indictment returned charging unlawful discrimination in the sale of an interstate railroad ticket. July 8, 1910, plea of guilty entered by defendants and fine of \$100 each imposed.

13. *United States v. Hocking Valley Railway Co.* (district court, northern Ohio).—November 2, 1910, indictment charging discrimination in favor of certain shippers in the extension of credit (28 counts).

14. *United States v. Illinois Central Railroad Co.* (district court, northern Illinois).—June 21, 1910, indictment for failure to observe tariff rates on cabbage (6 counts).

15. *United States v. Ives* (district court, southern New York).—March 14, 1910, indictment returned charging payment of commissions to the Holland-American Steamship Line. March 29, 1910, plea of guilty entered and fine of \$1,000 imposed.

16. *United States v. Lester Lightbody* (district court, Montana).—June 25, 1910, indictment returned for unlawful use of interstate ticket.

17. *United States v. Gus. Lindholm* (district court, Utah).—September 12, 1910, indictment for unlawful use of pass. September 21, 1910, plea of guilty entered and fine of \$200 imposed.

18. *United States v. Lehigh Valley Railroad Co.* (district court, eastern Pennsylvania).—March 16, 1910, indictment returned charging failure to collect demurrage (29 counts). June 15, 1910, verdict of guilty.

19. *United States v. Lehigh Valley Railroad Co.* (district court, eastern Pennsylvania).—March 16, 1910, indictment returned charging failure to collect demurrage (97 counts). June 15, 1910, verdict of guilty.

20. *United States v. Louisville & Nashville Railroad Co.* (district court western Kentucky).—December 2, 1909, indictment returned for giving of rebates to various distilling companies upon shipments of malt. March 16, 1910, plea of guilty to 6 counts entered and fine of \$6,000 imposed.

21. *United States v. Louisville & Nashville Railroad Co.* (district court, western Kentucky).—December 2, 1909, indictment returned for giving rebates upon shipments of cottonseed oil. March 16, 1910, plea of guilty entered and fine of \$2,000 imposed.

22. *United States v. Louisville & Nashville Railroad Co.* (district court, western Kentucky).—December 2, 1909, indictment returned for giving rebates upon shipments of cottonseed oil. March 16, 1910, plea of guilty entered and fine of \$1,000 imposed.

23. *United States v. Louisville & Nashville Railroad Co.* (district court, western Kentucky).—December 2, 1909, indictment for giving rebates upon shipments of coal. March 16, 1910, plea of guilty entered and fine of \$1,000 imposed.

24. *United States v. Louisville, Henderson & St. Louis Railway Co. and Lucien J. Irwin* (district court, western Kentucky).—December 2, 1909, indictment returned charging the giving of rebate upon a shipment of lime. December 3, 1910, defendant railroad pleaded guilty and was fined \$1,000.

25. *United States v. Louisville, Henderson & St. Louis Railway Co. and Lucien J. Irwin* (district court, western Kentucky).—December 2, 1909, indict-

ment returned charging the giving of rebates upon shipments of tobacco. December 3, 1910, plea of guilty entered and fine of \$1,000 and costs imposed.

26. *United States v. William C. Maxwell*, general traffic manager of the Wabash Railroad Co. (district court, southern New York).—March 14, 1910, indictment returned charging payment of commissions as rebates to the Holland-American Steamship Line.

27. *United States v. Harvey C. Miller* (district court, southern Georgia).—December 2, 1910, indictment returned for acceptance of rebate from published rate on shipments of grain from Philadelphia to Jacksonville (10 counts).

28. *United States v. Morris F. Miller* (district court, southern Georgia).—December 2, 1910, indictment returned for acceptance of rebate from published rate on shipments of grain from Philadelphia to Jacksonville (10 counts).

29. *United States v. Merchants & Miners Transportation Co.* (district court, southern Georgia).—December 2, 1910, indictment charging the granting of concession of rate on shipments of grain from Philadelphia to Jacksonville (24 counts).

30. *United States v. Montpelier & Wells River Railroad Co.* (district court, Vermont).—June 15, 1910, indictment charging false billing of coal to obtain concessions from rate of connecting carrier. July 27, 1910, trial by jury, verdict of guilty; \$1,000 fine imposed. October 12, 1910, appeal filed.

31. *United States v. Pennsylvania Co., and Pittsburgh, Fort Wayne & Chicago Railway Co.* (district court, northern Illinois).—June 21, 1910, indictment returned charging unlawful destruction of certain records.

32. *United States v. Pennsylvania Co.* (district court, western Pennsylvania).—May 4, 1910, indictment returned charging failure to collect re-signing charge at Allegheny, Pa. Verdict of not guilty.

33. *United States v. Philadelphia & Reading Railway Co.* (district court, eastern Pennsylvania).—March 16, 1910, indictment returned charging failure to observe legal rates with regard to collection of demurrage (63 counts). June 15, 1910, verdict of guilty.

34. *United States v. Philadelphia & Reading Railway Co.* (district court, eastern Pennsylvania).—March 16, 1910, indictment returned charging failure to observe legal rate with regard to collection of demurrage (12 counts). June 15, 1910, verdict of guilty.

35. *United States v. Harry Saperstein and W. G. Frazee* (district court, Utah).—July 10, 1910, indictment for misuse of pass. October 24, 1910, plea of guilty entered by defendant Saperstein and fine of \$300 imposed.

36. *United States v. William F. Schmidt*, formerly foreign freight agent of the Wabash Railroad Co. (district court, southern New York).—March 14, 1910, indictment returned charging payment of commissions as rebates to Holland-American Steamship Line.

37. *United States v. Seaboard Air Line Railway* (district court, southern Georgia).—December 2, 1910, indictment for granting of concession from legal rate on shipments of grain from Philadelphia to Jacksonville (14 counts).

38. *United States v. Sunday Creek Coal Co.* (district court, northern Ohio).—November 2, 1910, indictment returned for acceptance of rebates from the Hocking Valley Railroad Co. (9 counts).

39. *United States v. Texas & Pacific Railway Co.* (district court, eastern Louisiana).—May 20, 1910, indictment for overcharges on storage of shipments of hay.

40. *United States v. Texas & Pacific Railway Co.* (district court, eastern Louisiana).—May 25, 1910, indictment for overcharges on storage of shipments of hay.

41. *United States v. The Van Leunen Co.* (district court, eastern Kentucky).—December 16, 1909, indictment returned for underbilling of shipments of hay (10 counts). May 24, 1910, plea of guilty entered and fine of \$600 imposed.

42. *United States v. Maurice C. Williams and George Kene* (district court, northern Illinois).—April 11, 1910, defendant charged with having unlawfully used a certain employee's pass on the line of the Illinois Central Railroad Co.

43. *United States v. Louis Wilhelm* (district court, Utah).—July 26, 1910, indictment for misuse of pass. August 22, 1910, plea of guilty entered and fine of \$100 imposed.

44. *United States v. J. H. Weber* (district court, western Kentucky).—November 29, 1910, indictment returned for acceptance of rebates on shipments of staves.

PROSECUTIONS CONCLUDED SINCE DECEMBER 1, 1909.

1. *United States v. Arnstaedt & Co.* (district court, southern New York).—May 16, 1910, indictment returned charging false billing. May 18, 1910, plea of guilty entered and fine of \$200 imposed.

2. *United States v. Morris Berman* (district court, Maryland).—October 7, 1909, indictment for unlawful use of free transportation. January 28, 1910, plea of guilty entered and fine of \$100 imposed. Imprisoned 30 days.

3. *United States v. Bethlehem Steel Co.* (district court, eastern Pennsylvania).—March 28, 1910, indictment for receiving rebates of demurrage charges from the Philadelphia & Reading Railway Co. (63 counts.) June 15, 1910, verdict of guilty.

4. *United States v. Bethlehem Steel Co.* (district court, eastern Pennsylvania).—March 28, 1910, indictment for receiving rebates of demurrage charges from the Lehigh Valley Railroad Co. (97 counts.) June 15, 1910, verdict of guilty.

5. *United States v. Louis A. Boettinger* (district court, southern New York).—April 20, 1910, indictment charging false billing. April 20, 1910, plea of guilty entered and fine of \$100 imposed.

6. *United States v. California Pine Box & Lumber Co.* (district court, northern California).—June 26, 1908, indictment charging the receiving of rebates and concessions from rates from the Southern Pacific Co. August 18, 1910, plea of guilty entered and fine of \$1,000 imposed.

7. *United States v. James Callahan* (district court, northern Illinois).—June 29, 1909, indictment for obtaining transportation for property in interstate commerce at less than the regular rate. June 14, 1910, case dismissed.

8. *United States v. John Cart* (district court, South Carolina).—March 15, 1910, indictment returned charging misbilling. March 15, 1910, plea of guilty entered and fine of \$750 imposed.

9. *United States v. William J. Gibson* (district court, northern Illinois).—June 29, 1909, indictment for obtaining transportation for property in interstate commerce at less than the regular rate. April 29, 1910, defendant entered plea of nolo contendere and fined \$150 and costs.

10. *United States v. Adrian Gips* (district court, southern New York).—November 5, 1909, indictment for receiving rebates from various lines. March 25, 1910, plea of guilty on one count entered and fine of \$4,000 imposed.

11. *United States v. H. B. Hadley and Elijah F. Hyatt* (district court, Montana).—June 25, 1910, indictment for unlawful discrimination in the sale of an interstate railroad ticket. July 8, 1910, plea of guilty entered by the defendants and fine of \$100 each imposed.

12. *United States v. Ives* (district court, southern New York).—March 14, 1910, indictment returned charging payment of commissions to the Holland-

American Steamship Co. March 29, 1910, plea of guilty entered and fine of \$1,000 imposed.

13. *United States v. Lake Shore & Michigan Southern Railway Co.* (district court, southern Ohio).—October 7, 1909, indictment for obtaining concessions in rates on shipment of ties. February 28, 1910, plea of guilty entered as to first count and fine of \$1,000 imposed.

14. *United States v. Gus Lindholm* (district court, Utah).—September 12, 1910, indictment for unlawful use of pass. September 21, 1910, plea of guilty entered and fine of \$200 imposed.

15. *United States v. Lehigh Valley Railroad Co.* (district court, eastern Pennsylvania).—March 16, 1910, indictment returned charging failure to collect demurrage (29 counts). June 15, 1910, verdict of guilty.

16. *United States v. Lehigh Valley Railroad Co.* (district court, eastern Pennsylvania).—March 16, 1910, indictment returned charging failure to collect demurrage (97 counts). June 15, 1910, verdict of guilty.

17. *United States v. Louisville & Nashville Railroad Co.* (district court, western Kentucky).—December 2, 1909, indictment returned for giving of rebates to various distilling companies upon shipments of malt. March 16, 1910, plea of guilty to 6 counts entered and fine of \$6,000 imposed.

18. *United States v. Louisville & Nashville Railroad Co.* (district court, western Kentucky).—December 2, 1909, indictment for giving rebates upon shipments of cotton-seed oil. March 16, 1910, plea of guilty entered and fine of \$2,000 imposed.

19. *United States v. Louisville & Nashville Railroad Co.* (district court, western Kentucky).—December 2, 1909, indictment for giving rebates upon shipments of cotton-seed oil. March 16, 1910, plea of guilty entered and fine of \$1,000 imposed.

20. *United States v. Louisville & Nashville Railroad Co.* (district court, western Kentucky).—December 2, 1909, indictment for giving rebates upon shipments of coal. March 16, 1910, plea of guilty entered, and fine of \$1,000 imposed.

21. *United States v. Louisville, Henderson & St. Louis Railroad Co. and Lucien J. Irwin* (district court, western Kentucky).—December 2, 1909, indictment returned charging the giving of rebate upon a shipment of lime. December 3, 1910, defendant railroad pleaded guilty, and was fined \$1,000.

22. *United States v. Louisville, Henderson & St. Louis Railway Co. and Lucien J. Irwin* (district court, western Kentucky).—December 2, 1909, indictment returned charging the giving of rebates upon shipments of tobacco. December 3, 1910, plea of guilty entered and fine of \$1,000 imposed.

23. *United States v. Manhattan Brass Co.* (district court, southern New York).—October 13, 1908, indictment for false representation of contents of packages delivered for transportation in interstate commerce (5 counts). December 10, 1909, plea of guilty entered; fine of \$100 imposed.

24. *United States v. William C. Maxwell*, general traffic manager of the Wabash Railroad Co. (district court, southern New York).—March 14, 1910, indictment returned charging payment of commissions as rebates to the Holland-American Steamship Line.

25. *United States v. R. B. Martin* (district court, northern Iowa).—October, 1909, indictment for selling of interstate free pass. October 19, 1910, plea of guilty entered and fine of \$100 imposed.

26. *United States v. Montpelier & Wells River Railroad Co.* (district court, Vermont).—June 15, 1910, indictment charging false billing of coal to obtain concessions from rate of connecting carrier. July 27, 1910, trial by jury, verdict of guilty, \$1,000 fine imposed. October 12, 1910, appeal filed.

27. *United States v. Pennsylvania Co.* (district court, western Pennsylvania).—May 4, 1910, indictment returned charging failure to collect reconsigning charge at Allegheny, Pa.; verdict of not guilty.

28. *United States v. Philadelphia & Reading Railway Co.* (district court, eastern Pennsylvania).—March 16, 1910, indictment returned charging failure to observe legal rates with regard to collection of demurrage (63 counts). June 15, 1910, verdict of guilty.

29. *United States v. Philadelphia & Reading Railway Co.* (district court, eastern Pennsylvania).—March 16, 1910, indictment returned, charging failure to observe legal rate with regard to collection of demurrage (12 counts). June 15, 1910, verdict of guilty.

30. *United States v. Harry Saperstein and W. G. Frazee* (district court, Utah).—July 10, 1910, indictment for misuse of pass. October 24, 1910, plea of guilty entered by defendant Saperstein and fine of \$300 imposed.

31. *United States v. John B. Sardy* (district court, northern Illinois).—June 29, 1909, indictment for obtaining transportation for property in interstate commerce at less than the published rate. April 29, 1910, defendant entered plea of nolo contendere and was fined \$150 and costs.

32. *United States v. John B. Sardy and William J. Gibson* (district court, northern Illinois).—June 29, 1909, indictment for conspiring to violate section 10 of the act. April 29, 1910, defendants entered pleas of nolo contendere and were fined \$150 and costs each.

33. *United States v. Southern Pacific Co.* (district court, northern California).—September 27, 1907, indictment for the forwarding of import matting from San Francisco to final destination at less than tariff rate. July 1, 1910, plea of guilty. July 15, 1910, defendant sentenced to pay fine of \$4,000.

34. *United States v. Southern Pacific Co.* (district court, northern California).—October 7, 1907, indictment for the carrying of import matting from San Francisco to destination at less than tariff rate (8 counts). July 15, 1910, plea of guilty entered and fine of \$4,000 imposed.

35. *United States v. Southern Pacific Co.* (district court, northern California).—October 11, 1907, indictment for the carrying of matting from San Francisco to final destination at less than tariff rate. July 1, 1910, plea of guilty entered. July 15, 1910, fine of \$1,000 imposed.

36. *United States v. Southern Pacific Co.* (district court, northern California).—June 30, 1908, indictment for giving rebates (1 count). July 1, 1910, plea of guilty entered. July 15, 1910, fine of \$1,000 imposed.

37. *United States v. Southern Pacific Co.* (district court, northern California).—June 26, 1908, indictment for giving rebates. July 1, 1910, plea of guilty entered. July 15, 1910, fine of \$8,000 imposed.

38. *United States v. Southern Pacific Co.* (district court, Nevada).—March 27, 1909, indictment for rebating. August 22, 1910, defendant pleaded guilty to first count; judgment entered and fine of \$1,000 imposed.

39. *United States v. Standard Oil Co. of New York* (district court, western New York).—August 9, 1907, indictment for the granting of concessions on oil shipped from Olean, N. Y., to Rutland and Bellows Falls, Vt. June 22, 1908, verdict of guilty. March 14, 1909, fine of \$20,000 imposed. May 3, 1910, judgment affirmed by circuit court of appeals. Appeal taken to Supreme Court.

40. *United States v. Standard Oil Co.* (district court, western Tennessee).—October 16, 1906, indictment returned for the acceptance of rebates. November 17, 1910, trial by jury; verdict of not guilty directed by court.

41. *United States v. John H. Stark, Henry W. Young, et al.* (district court, northern Illinois).—Indictment charged defendants with conspiring to use an interstate free pass in violation of law. Stark and Young pleaded nolo contendere and were fined \$50 each. Other defendants dismissed.

42. *United States v. The Van Lencun Co.* (district court, eastern Kentucky).—December 16, 1909, indictment returned for underbilling of shipments of hay (10 counts). May 24, 1910, plea of guilty entered and fine of \$600 imposed.

43. *United States v. Louis Wilhelm* (district court, Utah).—July 26, 1910, indictment for misuse of pass. August 22, 1910, plea of guilty entered and fine of \$100 imposed.

SUITS TO ANNUL ORDERS OF COMMISSION.

Since our last annual report the Supreme Court of the United States has handed down decisions in six cases in which the validity of orders of the Commission was involved. Three of these are of such general interest as to deserve particular notice.

COAL CAR DISTRIBUTION CASE.

Interstate Commerce Commission v. Illinois Central R. R. Co., 215 U. S., 452. The Illinois Central Railroad, in the distribution of its coal cars in times of car shortage, had declined to count against the quota of a particular mine, cars owned by private individuals, cars specially assigned to that mine by other railroad companies, and the fuel cars of the Illinois Central itself. Upon complaint the Commission found that this created a discrimination against those operators not receiving cars of these favored classes, and ordered the railroad company to cease and desist from this practice and to count these cars against the mines in its distribution.

The Illinois Central brought suit to enjoin the enforcement of this order. The circuit court sustained the Commission as to individual cars and specially assigned cars, but held that the order was unlawful as to the fuel supply cars of the Illinois Central itself, and granted an injunction to that extent. The Supreme Court, upon appeal, reversed the decree of the circuit court and sustained the validity of the entire order.

The railroad company contended that the Commission had no jurisdiction over this rule or practice, and, further, that in case it had, the court might reexamine the conclusion of the Commission, and should set aside that conclusion as erroneous in this case. The Supreme Court held that the Commission had jurisdiction and that its conclusion was not reviewable by the courts. This case apparently lays down the broad principle that the courts have no jurisdiction to review the discretion of the Commission if it acts within the limits prescribed by the statute and if its order does no violence to the Federal Constitution that order can not be disturbed by the courts. The language of the court upon this subject is as follows:

Beyond controversy, in determining whether an order of the Commission shall be suspended or set aside, we must consider, *a*, all relevant questions of constitutional power or right; *b*, all pertinent questions as to whether the administra-

tive order is within the scope of the delegated authority under which it purports to have been made; and, c, a proposition which we state independently, although in its essence it may be contained in the previous one, viz, whether, even although the order be in form within the delegated power, nevertheless it must be treated as not embraced therein, because the exertion of authority which is questioned has been manifested in such an unreasonable manner as to cause it, in truth, to be within the elementary rule that the substance, and not the shadow, determines the validity of the exercise of the power. *Postal Telegraph Cable Co. v. Adams*, 155 U. S., 688, 693. Plain as it is that the powers just stated are of the essence of judicial authority, and which, therefore, may not be curtailed, and whose discharge may not be by us in a proper case avoided, it is equally plain that such perennial powers lend no support whatever to the proposition that we may, under the guise of exerting judicial power, usurp merely administrative functions by setting aside a lawful administrative order upon our conception as to whether the administrative power has been wisely exercised. Power to make the order and not the mere expediency or wisdom of having made it, is the question.

BURNHAM-HANNA-MUNGER CASE.

Interstate Commerce Commission v. Chicago, Rock Island & Pacific Ry. Co. et al., 218 U. S., 88. This case was referred to at some length upon page 33 of our annual report for the year 1909, and the details there given need not be repeated here.

Class rates from the Atlantic seaboard to Kansas City are constructed by adding together the rate from the seaboard to East St. Louis and that from East St. Louis to Kansas City. Upon complaint that this rate was unreasonable the Commission found that the part of the rate from the seaboard to East St. Louis was reasonable, but that the part from East St. Louis to Kansas City was excessive, and therefore that the through rate was excessive by this amount. It ordered the carriers to reduce their class rates from East St. Louis to Kansas City when applied to business from the Atlantic seaboard. The circuit court granted a permanent injunction against the enforcement of this order, but the Supreme Court reversed the court below and sustained the order of the Commission.

No claim was made by the carriers that their constitutional right had been invaded, and the Commission insisted that this being so its order could not be reviewed by the court. The Supreme Court of the United States sustained this contention, holding, in substance, that this case was governed by the Illinois Central case above referred to.

The order of the Commission in this case became effective October 26, 1908, and was to remain effective two years from this date. The legal proceedings were only terminated so that these rates were first made effective under the order of the Commission on October 17, 1910. At that time the life of the order had only 10 days to run and upon its expiration the rates were at once advanced by the carriers to their original figure.

PORTLAND GATEWAY CASE.

Interstate Commerce Commission v. Northern Pacific Ry. Co., 216 U. S., 538. This case was also referred to in our last annual report at page 36, where the facts are fully stated. The order of the Commission had established a through route and joint rate for passenger travel between points in the northwestern part of the State of Washington and eastern destinations via Portland, and this order had been attacked upon the ground that there was already in existence a reasonable and satisfactory through route. The circuit court sustained the contention of the defendants and enjoined the order, and this decree was affirmed by the Supreme Court of the United States.

The Commission, in its last annual report, in referring to this case recommended that authority be granted to establish an additional through route even though a reasonable, satisfactory one was already in existence. Congress, by the amendments of June 18, 1910, struck out this provision as to the reasonableness of the route and gave the Commission authority to establish any number of through routes and joint rates between two given points. This difficulty is therefore done away with, but certain limitations are attached to the exercise of the authority as it now exists which have not yet been construed either by the Commission or by the courts.

During the year final decisions have been rendered by the circuit courts in nine cases, of which the following may be specifically referred to:

CATTLE RAISERS' CASE.

Missouri, Kansas & Texas Ry. Co. et al. v. Interstate Commerce Commission. This case involved rates upon live stock from points in the Southwest and West to markets of consumption and to the northern pastures. There had been several advances, of which the last had been condemned by the Commission as unreasonable. The circuit court declined to grant a preliminary injunction (164 Fed., 645), and referred the matter to a master with instructions to hear the evidence and report his conclusions of fact and of law. After a hearing occupying 63 days, the master filed a voluminous report sustaining the Commission upon nearly all points, and this report was accepted by the circuit court and the petition dismissed. This decision was rendered at St. Paul, November 4, 1910, no opinion being delivered.

LUMBER CASES.

Union Pacific R. R. Co. et al v. Interstate Commerce Commission; *Northern Pacific Ry. Co. et al. v. Interstate Commerce Commission*; *Great Northern Ry. Co. et al. v. Interstate Commerce Commission*.

For many years transcontinental lines had maintained certain rates on lumber from the forests of Washington and Oregon to eastern destinations, the rate to St. Paul, for example, being 40 cents per 100 pounds. Effective November 1, 1907, these rates had been advanced, the rate to St. Paul being increased to 50 cents per 100 pounds. Upon complaint attacking these advances, brought by the lumber interests of Washington and Oregon, the Commission held that the advanced rates were unreasonable. Carriers were ordered to restore their original rates to all points west of a line drawn from Pembina upon the north to Port Arthur upon the south, but to the east of that line rates were established which were generally higher than they had been in the past. At St. Paul a rate of 45 cents was allowed as against the old rate of 40 cents, and this advance of 5 cents per 100 pounds was carried into eastern territory generally.

The carriers established the rates as directed by the Commission and paid reparation on account of the higher charges collected between November 1, 1907, and the date when the rates ordered by the Commission went into effect. They filed, however, bills in the circuit court alleging that the orders of the Commission were unlawful and praying for an injunction. These suits, of which there were three, were referred to a master with instructions to hear the evidence and report his conclusions of fact and of law. The report of this master, which was filed after an extended hearing, found that the rates established by the order of the Commission at points upon and west of the Pembina-Port Arthur line were reasonable, but that most of the rates named to points east of that line were unreasonably low. He found that the rate of 45 cents which the Commission had established to St. Paul was unreasonably low and recommended that the order of the Commission should be enjoined. The report of the master was sustained by the court, which entered a decree permanently enjoining the order of the Commission.

This case was decided at St. Paul at about the same time with the Cattle Raisers' case above referred to. No written opinion was handed down by the court.

Both these cases were of very great importance, involving large amounts of money and vast commercial considerations. Both cases received most careful attention at the hands of the Commission. In both the decision of the Commission was reviewed by a single master in chancery. The court did not hear the testimony and could not have examined the record before rendering its decision.

The existence of the new Commerce Court will provide a tribunal for the hearing of these questions which will avoid, at least, the absurdity involved in the above proceedings.

OMAHA STREET RAILWAY CASE.

Omaha & Council Bluffs Ry. Co. and Omaha & Council Bluffs Ry. & Bridge Co. v. Interstate Commerce Commission. The same company controls the street railway service for Omaha, Nebr., and Council Bluffs, Iowa, the two systems being connected by a bridge crossing the Missouri River. The Commission by its order reduced the rates of fare between certain points in these two cities, and the railway company instituted proceedings to enjoin the order of the Commission upon the ground that the Commission had no jurisdiction of a street railroad. The circuit court sustained the contention of the railway, holding that an urban street railroad was not within the purview of the act to regulate commerce.

This case will be taken to the Supreme Court of the United States and the extent of the jurisdiction of this Commission over street railroads finally determined.

Several cases have been brought during the year by shippers for the purpose of obtaining relief from alleged errors of law and of fact upon the part of the Commission in refusing to grant the relief asked for. In what is known as the Chattanooga case, No. 1542, *Receivers and Shippers Association of Cincinnati v. Cincinnati, New Orleans & Texas Pacific Ry. Co. et al.* (18 I. C. C., 440), the Commission passed upon the complaint of the business interests of Cincinnati, alleging that the rates from Cincinnati to Chattanooga were unreasonable. The rates were reduced, but the amount of the reduction was less than that claimed by the complainants. The complainants have now filed a bill in equity before the circuit court for the southern district of Ohio, western division, for the purpose of obtaining, either by the direct action of the court upon the railway companies, which are made defendants, or through the Commission, that reduction in these rates to which they claim to be entitled. The case has not yet reached a point where the court has been called upon to express an opinion.

In *Humboldt Steamship Co. v. White Pass & Yukon Route et al.* (19 I. C. C., 105) the Commission held that it had no jurisdiction over the railroads of Alaska and declined to entertain the complaint in that case for that reason. The Humboldt Steamship Co. has now filed in the supreme court of the District of Columbia a petition for writ of mandamus requiring the Commission to take jurisdiction of that proceeding. This case has been argued and submitted, but no decision has yet been announced.

In *Crane Iron Works v. Central Railroad Co. of New Jersey et al.*, the Commission declined to establish joint rates between the Crane Railroad Co. and the Central Railroad Co. of New Jersey, for the reason that the Crane Railroad was a plant facility of the Crane Iron

Works. The Crane Iron Works has now filed in the supreme court of the District of Columbia its petition for mandamus requiring the Commission to grant to the Crane Iron Works the relief which the Commission denied. This case has not yet been heard.

It will be noted that all these cases are attempts upon the part of the complainant to review the action of the Commission both as to errors of law and of fact.

Below is given a list of all cases now pending in the Supreme Court and in the circuit courts of the United States in which the validity of the orders of the Commission is involved:

IN THE SUPREME COURT.

Interstate Commerce Commission et al. v. Delaware, Lackawanna & Western R. R. Co. et al. This suit involves the right to consolidate in carloads at the carload rate shipments owned by different persons. The court below enjoined the order of the Commission.

Southern Pacific Co. et al. v. Interstate Commerce Commission. The order of the Commission required the defendants to desist from certain discrimination in the use of wharfage privileges at Galveston. The court below sustained the order of the Commission.

Interstate Commerce Commission v. Peavey & Co. et al. The order of the Commission required the defendants to desist from the payment of elevation allowances. The court below enjoined the order of the Commission.

Interstate Commerce Commission v. Diffenbaugh et al. The question here is the same as in the one next preceding. The order of the Commission was enjoined by the circuit court.

United States v. Chicago, Indianapolis & Louisville Ry. Co. This proceeding was brought at the instance of the Commission to prevent the defendant from accepting newspaper advertising as payment for transportation. The circuit court granted the injunction prayed for by the Commission.

Southern Pacific Co. et al. v. Interstate Commerce Commission. In this case the order of the Commission required the establishment of certain rates on lumber from the Willamette Valley to San Francisco Bay points. The court below sustained the Commission's order.

Interstate Commerce Commission v. Union Pacific R. R. Co. et al.; Interstate Commerce Commission v. Northern Pacific Ry. Co. et al.; Interstate Commerce Commission v. Great Northern Ry. Co. et al. These are the three cases referred to under the head of circuit court decisions involving rates on lumber from the Pacific coast to eastern destinations. The circuit court enjoined the orders of the Commission, and an appeal has been taken to the Supreme Court of the United States.

IN THE CIRCUIT COURTS.

The last 13 cases have been filed since our last report.

Delaware, Lackawanna & Western R. R. Co. v. Interstate Commerce Commission. This suit involved an order of the Commission requiring the Delaware, Lackawanna & Western to resume delivery of oil at its Brooklyn terminal to the firm of Preston & Davis. On August 10, 1907, the court refused to grant an injunction, and since that time no action has been taken.

Baltimore & Ohio R. R. Co. v. Interstate Commerce Commission. Here was involved an order pertaining to the distribution of coal cars. The circuit court refused an injunction, and being divided in opinion, certified the case to the Supreme Court. That Court held that such certification was improper and remanded the case to the circuit court for further proceedings.

New York Central & Hudson River R. R. Co. et al v. Interstate Commerce Commission. This suit involved an order of the Commission requiring the carriers to remove a discrimination resulting from granting to millers located at interior points west of New York City a milling-in-transit privilege and refusing to grant a similar privilege to the Hecker-Jones-Jewell Milling Co., located at New York. The circuit court refused a preliminary injunction, and no further action has been taken by the carriers.

Missouri, Kansas & Texas Ry. Co. et al v. Interstate Commerce Commission. This case is referred to previously under the caption "Cattle Raisers' Case."

Wells, Fargo & Co. v. Interstate Commerce Commission. This suit involved an order of the Commission requiring the Wells, Fargo Co. to apply the same rate on consolidated shipments where there was a diversity of ownership as where the traffic was all owned by one party, which is exactly the same question now before the United States Supreme Court in a different case and heretofore mentioned. This case is being held in statu quo to await the action of the Supreme Court in the case before it.

Chicago, Milwaukee & St. Paul Ry. Co. v. Interstate Commerce Commission. The matter here involved was an order of the Commission requiring the carrier to maintain in force two years a rate which was reduced by the carrier after complaint was filed with the Commission. The court dismissed the bill of complainant.

Chicago, Milwaukee & St. Paul Ry. Co. v. Interstate Commerce Commission. The question here relates to an order of the Commission requiring the carrier to establish rates on coal to all points on its line and to La Crosse and Sioux Falls, from Cardiff, Ill. The case was argued and submitted on motion for preliminary injunction, but no decision has as yet been announced.

Chicago, Milwaukee & St. Paul Ry. Co. v. Interstate Commerce Commission. The matter here in issue is an order of the Commission requiring the carrier to maintain in force for two years a rate of 15½ cents per 100 pounds on flaxseed, in carloads, from Britton, S. Dak., to Red Wing, Minn. After suit had been filed the Commission canceled the requirement of its order, since which no action has been taken.

Chicago, Rock Island & Pacific Ry. Co. v. Interstate Commerce Commission. This suit involved an order of the Commission requiring the carrier to establish certain proportional class rates for the transportation from Rock Island to Des Moines of traffic originating east of the Illinois-Indiana State line. Beyond the filing of the bill and demurrer thereto, no action has been taken.

Philadelphia & Reading Ry. Co. et al. v. Interstate Commerce Commission. In the case of which this suit is the outcome the Commission required carriers to establish certain rates for the transportation of "big vein" coal from Georges Creek Basin and the Elk Garden region to points outside the Capes and to rail points in Pennsylvania, New Jersey, and other places. The court refused to grant an injunction, and no action has been taken since.

J. W. Thompson Lumber Co. et al. v. Interstate Commerce Commission et al. This suit was instituted to compel the Commission to award reparation to the extent of the difference between the rate complained of and the rate fixed by the Commission. Up to date the court has taken no action.

Russe & Burgess et al. v. Interstate Commerce Commission. This case is in all respects like the one immediately preceding.

Denver & Rio Grande R. R. Co. v. Interstate Commerce Commission. The carrier here sought to enjoin the order of the Commission requiring it to establish a proportional rate from Pueblo to Leadville on beer originating at St. Louis. Injunction refused.

Louisville & Nashville R. R. Co. v. Interstate Commerce Commission. This suit involved an order of the Commission reducing certain class rates in southern territory. The court refused a preliminary injunction, and on May 14, 1910, appointed an examiner to take testimony.

Omaha & Council Bluffs Street Ry. Co. et al. v. Interstate Commerce Commission. Under the caption "Omaha Street Railway Case" this matter has already been referred to.

Atlantic Coast Line R. R. Co. et al. v. Interstate Commerce Commission. In issue here is the validity of the order of the Commission requiring the carriers to reduce from \$1.05 per 100 pounds to 95 cents per 100 pounds their rail-and-water charge for the transportation of boots and shoes from Boston and New York to Atlanta. This case is awaiting the organization of the Commerce Court.

The Pullman Co. v. Interstate Commerce Commission. Certain reduction in sleeping-car rates from Chicago and St. Paul to other western points, including Pacific coast terminals, are here involved. After the case had been argued orally twice and after the Great Northern Railway Co. had been permitted to intervene the court refused to grant a preliminary injunction. Thereafter the carriers and others applied to the Commission for a rehearing and a postponement of the effective date of the order. The rehearing was granted, but the Commission refused to postpone the effective date of its order, whereupon a second application was made for a preliminary injunction, which was granted. A settlement of this case is looked for.

Southern Pacific Co. et al. v. Interstate Commerce Commission. This suit involved an order of the Commission requiring carriers to desist from exacting their switching charge for delivery on sidetracks at San Francisco where private industries are located, in cases where such delivery was made by the carrier which hauled the traffic to San Francisco from points outside the State of California. By stipulation of counsel approved by the court it was agreed that the first hearing should take place in the Commerce Court.

Atchison, Topeka & Santa Fe Ry. Co. et al. v. Interstate Commerce Commission. This suit is like the one preceding, except that Los Angeles instead of San Francisco is the place where the sidetracks are located.

Hooker et al. v. Martin A. Knapp et al. This suit has already been referred to as involving the action of certain shippers in trying to obtain from the circuit court an order further reducing rates which the Commission has already acted upon.

Atchison, Topeka & Santa Fe Ry. Co. et al. v. Interstate Commerce Commission. Involved in this suit is an order of the Commission reducing from \$1.15 per 100 pounds to \$1 per 100 pounds the charge upon lemons from producing points in California to Denver and points east thereof. The court granted a preliminary injunction, but postponed until the organization of the Commerce Court further consideration of the case.

Pennsylvania Railroad Co. v. Interstate Commerce Commission. The question in issue in this suit relates to the distribution of coal cars. By agreement of counsel, approved by the court, the first hearing is to take place in the Commerce Court.

Southern Pacific Co. et al. v. Interstate Commerce Commission. This suit involved an order of the Commission requiring carriers to establish certain class rates for the transportation of traffic to Reno and other Nevada points from "eastern defined territory." A preliminary injunction was refused.

Atchison, Topeka & Santa Fe Ry. Co. et al. v. Interstate Commerce Commission. In this suit is involved an order of the Commission requiring the carriers to establish class rates for the transportation of traffic from "eastern defined territory" to Phoenix, Ariz. Preliminary injunction refused.

Southern Pacific Co. v. Interstate Commerce Commission. This suit involved an order of the Commission requiring the railroad to establish certain class rates on traffic from Sacramento, Cal., to points in Nevada and Utah on the main line of the Southern Pacific west of Ogden. Preliminary injunction refused.

BUREAU OF STATISTICS AND ACCOUNTS.

For a series of years the Commission has included in its report to Congress quite a number of general statistical statements relative to railway operations. Such statements are omitted from this report, and Congress is respectfully referred, for all statistical information respecting steam railways, to the annual report on railway statistics. This publication is compiled from the annual reports of carriers after they have been carefully edited and corrected. It is the final and authoritative record of the financial and operating results of carriers, and should be used in all investigations based upon statistical analysis.

STATISTICS OF OPERATION.

Monthly reports of operating revenues and operating expenses are required of all carriers in addition to the annual reports which cover the same operations for the year. By means of these monthly reports it is possible to obtain current information respecting present tendencies in transportation, and in view of the great significance which attaches to current information of this sort, the most recent results of the compilation of the monthly reports rendered by carriers are here submitted.

Advance summary of operating revenues, operating expenses, and taxes for the first quarter of the years ending June 30, 1911 and 1910.

Item.	July, August, and September, 1910.			July, August, and September, 1909.		
	Amount.	Ratio to total operating revenues.	Average per mile of line. ¹	Amount.	Ratio to total operating revenues.	Average per mile of line. ²
		<i>Per cent.</i>			<i>Per cent.</i>	
Freight revenue.....	\$494,829,261.83	66.41	\$2,054.02	\$467,023,955.79	66.37	\$1,968.98
Passenger revenue.....	193,295,517.16	25.94	802.36	184,407,823.83	26.21	777.47
Other transportation revenue.....	49,945,282.95	6.70	207.32	46,050,105.58	6.54	194.15
Nontransportation revenue.....	7,064,142.83	.95	29.32	6,218,129.36	.83	26.21
Total operating revenues.....	745,134,204.77	100.00	3,093.02	703,700,014.56	100.00	2,966.81
Less total operating expenses.....	489,699,378.46	65.72	2,032.72	439,244,497.64	62.42	1,851.86
Rail operations: Net revenue.....	255,434,826.31	34.28	1,060.30	264,455,516.92	37.58	1,114.95
Outside operations: Net revenue.....	1,432,074.25	.....	5.95	1,991,968.50	.....	8.40
Total net operating revenue.....	256,866,900.56	.....	1,066.25	266,447,485.42	.....	1,123.35
Taxes.....	26,815,072.22	.....	111.31	24,367,510.20	.....	102.73
Operating income.....	230,051,828.34	.....	954.94	242,079,975.22	.....	1,020.62

¹ On basis of average mileage operated, 240,907.95 miles.

² On basis of average mileage operated, 237,190.46 miles.

In the Twenty-third Annual Report of the Commission will be found a comparative summary of the operating revenues and operating expenses of commercial railways for the fiscal years 1908 and 1909; in the summary which immediately follows will be found a corresponding summary for the fiscal years 1909 and 1910.

Summary of operating revenues, operating expenses, and taxes for the years ending June 30, 1910 and 1909.

Item.	Year ending June 30, 1910.			Year ending June 30, 1909.		
	Amount.	Ratio to total operating revenues.	Average per mile of line. ¹	Amount.	Ratio to total operating revenues.	Average per mile of line. ²
		<i>Per cent.</i>			<i>Per cent.</i>	
Freight revenue.....	\$1,935,882,873.41	69.45	\$8,098.16	\$1,683,484,236.75	68.86	\$7,207.20
Passenger revenue.....	631,772,131.73	22.67	2,642.82	564,718,617.97	23.10	2,417.63
Other transportation revenue.....	192,702,563.10	6.91	806.11	173,891,817.69	7.11	744.45
Nontransportation revenue.....	26,908,568.40	.97	112.56	22,599,996.53	.93	96.75
Total operating revenues.....	2,787,266,136.64	100.00	11,659.65	2,444,694,668.94	100.00	10,466.03
Less total operating expenses.....	1,847,189,773.03	66.27	7,727.13	1,616,571,846.97	66.13	6,920.74
Rail operations: Net revenue.....	940,076,363.61	33.73	3,932.52	828,122,821.97	33.87	3,545.29
Outside operations: Net revenue.....	2,684,892.95	.....	11.23	4,404,796.42	.....	18.86
Total net operating revenue.....	942,761,256.56	.....	3,943.75	832,527,618.39	.....	3,564.15
Taxes.....	104,144,076.42	.....	435.65	90,979,696.18	.....	389.49
Operating income.....	838,617,180.14	.....	3,508.10	741,547,922.21	.....	3,174.66

¹ On basis of average mileage operated during the year, 239,052.28 miles; mileage operated at end of year, 239,652.05 miles.

² On basis of average mileage operated during the year, 233,583.72 miles; mileage operated at end of year, 233,902.12 miles.

The amount entered as taxes in the above summary covers only the taxes charged up by railway companies which render operating reports. It excludes taxes for which financial companies, whose mileage is leased or otherwise made a part of an operating system, are directly responsible. The amount of taxes reported by financial companies for the year ending June 30, 1910, is not yet known, but some idea of this amount can be obtained from the fact that this class of companies for the year ending June 30, 1909, reported taxes to the amount of \$5,389,460.

The distribution of the totals in the above summary among the several months of the respective fiscal years, classified according to the general accounts for which the prescribed system of accounting makes provision, is shown in the summary facing this page.

It should be mentioned, in this connection, that the totals here shown for the year ending June 30, 1909, were not compiled from those originally reported by the companies, and forming the basis of a similar statement in the Commission's twenty-third annual report, but are the compilation of the corrected amounts restated by the carriers for comparison on current year's reports. The differences occasioned by corrections are, however, insignificant, and do not materially affect the per-mile-of-line averages and ratios previously reported for the year ending June 30, 1909.

The general trend of railway operations since the fiscal year 1908 (which includes the last six months of the calendar year 1907) has such a direct bearing upon questions of current interest as to warrant the insertion of a graphic statement of total revenues, total expenses, and net revenues for the three fiscal years 1908, 1909, and 1910, and for the first quarter of the fiscal year ending June 30, 1911. A glance at this graphic statement will impress more clearly the remarkable effect upon operating expenses of the reduction in revenues in the latter part of the calendar year 1907. The chart answers, also, the question as to the extent to which the operating revenues of railways have recovered from the sharp decline which occurred in 1907.

STATISTICS OF EXPRESS COMPANIES.

The amended act of 1906 brought express companies under the jurisdiction of the Commission. A system of accounts has been prescribed for express companies and a form of annual and of monthly reports, adjusted to the peculiar needs of this class of carriers, has been worked out. There also has been compiled and published the first statistical report covering the financial conditions and the operations of express companies, made in accordance with the accounting rules promulgated.

In this report will be found a discussion of the accounting rules prescribed for express companies, of the character of the service

General.	Total.	Rail operations. (Net operating revenue or deficit.)	Outside operations. (Net revenue or deficit.)	Taxes.	Operating income (or loss).
5,445,974.62 23.04	¹ \$141,894,877.59 600.38	\$78,456,197.04 331.96	\$595,221.32 2.52	\$7,653,871.55 32.38	\$71,397,546.81 302.10
5,106,155.94 21.96	² 128,181,066.97 551.21	67,320,947.82 289.49	827,383.53 3.56	7,211,918.31 31.01	60,936,413.04 262.04
5,209,877.00 21.90	³ 146,465,215.74 615.69	90,517,352.97 380.50	838,616.54 3.53	7,747,590.26 32.57	83,608,379.25 351.46
4,877,837.08 20.97	⁴ 131,796,759.99 566.48	75,347,977.09 323.85	842,443.19 3.62	7,329,464.31 31.50	68,860,955.97 295.97
5,385,797.04 22.60	⁵ 150,904,735.54 633.13	95,560,123.95 400.92	590,651.82 2.48	8,006,565.25 33.59	88,144,210.52 369.81
5,056,587.47 21.72	⁶ 137,376,400.86 590.06	81,877,723.18 351.68	633,269.90 2.72	7,446,876.61 31.99	75,064,116.47 322.41
5,469,316.89 22.89	⁷ 156,953,370.09 556.83	104,163,774.01 435.91	477,989.88 2.00	8,263,113.54 34.58	96,378,650.35 403.33
5,198,560.06 22.29	⁸ 143,752,987.15 616.45	88,803,235.69 380.81	599,441.18 2.57	7,719,641.78 33.10	81,683,035.09 350.28
5,522,203.21 23.10	⁹ 153,556,432.87 642.23	94,531,127.88 395.37	174,155.49 .72	8,307,341.07 34.74	86,397,942.30 361.35
5,162,320.62 22.15	¹⁰ 137,227,386.96 588.68	74,556,969.91 319.84	259,656.80 1.11	7,549,863.05 32.39	67,266,763.66 288.56
6,106,775.45 25.50	¹¹ 154,224,786.98 643.99	68,467,304.55 285.90	387,645.15 1.62	8,496,447.22 35.48	60,358,502.48 252.04
5,698,622.66 24.39	¹² 137,318,597.12 587.82	68,653,300.81 293.88	448,887.16 1.92	7,532,643.07 32.24	61,569,544.90 263.56
5,817,388.87 24.26	¹³ 153,631,376.91 640.64	57,409,657.20 239.40	~~239,005.33~~ 1.00	8,197,304.15 34.18	48,973,347.72 204.22
5,511,013.32 23.55	¹⁴ 132,772,982.11 567.44	50,491,080.50 215.79	~~53,626.21~~ .23	7,358,277.10 31.45	43,079,177.19 184.11
5,637,960.23 22.30	¹⁵ 145,849,126.79 608.40	56,976,253.09 237.67	~~253,553.61~~ 1.06	8,271,008.96 34.50	48,451,890.49 202.11
5,222,455.96 22.30	¹⁶ 125,333,008.48 535.28	49,241,953.86 210.31	~~163,909.85~~ .70	7,297,665.62 31.17	41,780,378.38 178.44
5,863,003.66 24.46	¹⁷ 160,402,961.93 669.21	78,322,810.57 326.76	6,446.96 .03	8,477,423.58 35.37	69,851,833.95 291.42
5,358,738.47 22.88	¹⁸ 136,179,626.95 581.48	69,658,705.42 297.43	102,248.74 .44	7,412,426.71 31.65	62,348,527.45 266.22
5,882,616.45 24.53	¹⁹ 159,130,278.06 663.61	66,725,895.77 278.27	17,606.98 .07	8,555,451.56 35.68	58,188,051.19 242.66
5,328,271.96 22.74	²⁰ 134,615,147.71 574.40	62,409,629.51 266.30	225,451.79 .96	7,272,538.83 31.03	55,362,542.47 236.23
5,798,873.20 24.18	²¹ 163,361,830.58 681.12	71,772,522.06 299.24	154,868.43 .65	8,965,782.54 37.38	62,961,607.91 262.54
5,279,392.39 22.52	²² 135,879,398.27 579.49	65,717,299.06 280.27	200,233.63 .85	7,390,027.65 31.52	58,527,505.05 249.60
6,645,473.98 27.73	²³ 160,814,779.95 671.03	77,173,344.52 322.02	~~65,950.65~~ .27	13,202,176.74 55.09	63,905,217.13 266.66
5,832,349.71 24.93	²⁴ 136,138,484.40 582.03	74,043,999.12 316.56	483,316.57 2.07	9,458,353.14 40.44	65,068,962.55 278.19
8,785,260.60 287.74	²⁵ 1,847,189,773.03 7,727.13	940,076,363.61 3,932.52	2,684,892.95 11.23	104,144,076.42 435.65	838,617,180.14 3,508.10
2.47	66.27	33.73	.10	3.74	30.09
3,632,305.64 272.42	²⁶ 1,616,571,846.97 6,920.74	828,122,821.97 3,545.29	4,404,796.42 18.86	90,979,696.18 389.49	741,547,922.21 3,174.66
2.60	66.13	33.87	.18	3.72	30.33

April.	May.	June.	Total.	Average per mile of line.
4,924,635.58 4,438,480.59 4,907,028.60 4,213,028.80	\$5,371,452.15 4,929,147.71 5,216,583.72 4,728,914.08	\$5,722,529.50 5,417,939.01 5,788,480.15 4,934,622.44	\$62,521,041.23 55,731,695.13 59,836,148.28 51,326,898.71	\$261.53 238.60 250.30 219.74
17,606.98 225,451.79	154,868.43 200,233.63	~~65,950.65~~ 483,316.57	2,684,892.95 4,404,796.42	11.23 18.86

²¹ Includes \$6,887.95 unclassified.

²² Includes \$6,266.24 unclassified.

²³ Includes \$8,674.54 unclassified.

²⁴ Includes \$7,319.06 unclassified.

²⁵ Includes \$67,840.81 unclassified.

²⁶ Includes \$42,288.84 unclassified.

General summary of monthly reports of revenues and expenses of all classes of steam roads.

Period.	Item.	Mileage operated.	Operating revenues.					Operating ratio.	Operating expenses.						Rail operations. (Net operating revenue or deficit.)	Outside operations. (Net revenue or deficit.)	Taxes.	Operating income (or loss).
			Freight.	Passenger.	Other transportation.	Nontransportation.	Total.		Maintenance of way and structures.	Maintenance of equipment.	Traffic.	Transportation.	General.	Total.				
		<i>Miles.</i>						<i>P. c.</i>										
July, 1909.	Amount.	236,341.03	\$143,852,836.44	\$59,477,943.79	\$15,053,696.18	\$1,966,578.22	\$220,351,074.63	64.39	\$31,901,216.19	\$32,016,999.93	\$4,650,908.35	\$67,877,341.65	\$5,445,974.62	\$141,894,577.59	\$78,456,197.04	\$395,221.32	\$7,653,871.55	\$71,397,546.81
July, 1908.	Amount.	232,546.39	127,640,134.03	52,373,325.64	13,691,649.63	1,796,905.59	195,502,014.79	65.56	27,027,013.39	27,543,253.43	4,006,061.01	64,493,113.11	5,106,155.94	\$128,181,006.97	67,330,947.82	\$27,834.63	7,211,013.81	60,936,413.04
	Average per mile.		548.88	225.21	64.58	7.73	840.70		116.22	118.44	17.23	277.33	21.96	551.21	289.49		31.01	262.01
August, 1909.	Amount.	237,889.14	155,572,583.18	64,158,173.62	15,225,296.83	2,026,515.08	236,982,568.71	61.80	32,866,914.63	33,742,714.15	4,604,477.18	70,039,831.57	5,209,877.00	\$146,405,215.74	90,517,332.07	\$38,610.54	7,747,590.26	83,608,379.25
	Average per mile.		653.97	270.70	64.00	8.52	994.19		138.16	141.84	19.36	294.42	21.96	515.69	380.50		32.57	351.40
August, 1908.	Amount.	232,659.96	134,653,027.72	56,974,472.43	13,762,192.15	1,755,044.78	207,144,737.08	63.62	27,888,565.03	29,280,223.30	3,898,187.01	65,847,009.25	4,877,837.08	\$131,796,739.09	75,347,977.09	\$42,443.10	7,329,404.31	68,860,055.97
	Average per mile.		578.75	244.88	59.16	7.54	890.33		119.87	125.85	16.75	283.02	20.97	566.48	323.85		3.62	295.97
September, 1909.	Amount.	238,349.69	167,917,201.59	60,767,959.02	15,600,587.99	2,179,111.19	246,464,859.49	61.23	33,548,048.17	34,361,455.79	4,584,922.53	73,022,475.41	5,385,797.04	\$150,994,735.54	95,560,123.95	\$90,651.82	8,006,565.25	88,144,210.52
	Average per mile.		704.51	254.95	65.43	9.14	1,034.05		146.75	144.16	19.24	306.37	22.60	633.13	400.92		33.59	369.81
September, 1908.	Amount.	222,819.97	149,402,451.28	53,742,864.35	14,068,822.04	1,940,986.37	219,254,124.04	62.66	28,788,329.72	31,193,382.73	3,982,318.33	67,829,574.34	5,056,557.46	\$137,376,400.86	81,877,732.18	\$63,269.90	7,446,876.61	75,064,116.47
	Average per mile.		642.10	230.84	60.43	8.37	941.74		123.65	136.31	17.02	291.34	21.72	590.06	351.68		31.90	322.41
October, 1909.	Amount.	238,955.58	186,841,458.82	55,389,403.95	16,519,496.41	2,360,764.92	261,117,144.10	60.11	33,375,620.35	35,469,316.89	4,797,139.69	78,112,737.36	5,469,316.89	\$156,953,370.09	104,163,774.01	\$477,989.88	8,263,113.64	96,378,650.35
	Average per mile.		781.91	231.80	69.13	9.90	1,092.74		139.67	147.27	20.08	326.89	22.89	656.83	435.91		34.58	403.33
October, 1908.	Amount.	233,195.80	166,367,913.49	49,268,815.34	14,899,645.34	2,019,828.53	232,556,222.84	61.81	28,308,286.45	33,602,019.79	4,094,829.65	72,546,724.60	5,198,506.06	\$143,752,987.15	88,803,235.69	\$599,441.18	7,719,641.78	81,683,035.09
	Average per mile.		713.43	211.28	63.89	8.66	997.26		121.39	144.10	17.56	311.10	22.15	616.45	380.81		33.10	350.28
November, 1909.	Amount.	239,098.36	179,965,998.07	49,418,742.78	16,336,638.37	2,366,180.53	248,087,560.75	61.90	29,657,968.14	35,491,320.33	4,507,780.25	78,371,919.51	5,522,203.21	\$153,556,432.87	94,531,127.88	\$174,155.49	8,307,341.07	86,397,942.30
	Average per mile.		752.69	206.69	68.32	9.90	1,037.60		124.04	148.44	18.85	327.78	23.10	642.23	395.37		34.74	361.35
November, 1908.	Amount.	233,108.29	151,586,847.00	43,682,864.72	14,595,114.10	1,919,531.03	211,784,356.87	64.80	25,200,734.61	31,815,800.12	3,932,256.74	71,115,165.02	5,162,330.92	\$137,227,896.96	74,566,969.91	\$250,656.80	7,549,863.05	67,266,763.66
	Average per mile.		650.29	187.39	62.61	8.23	908.52		108.11	136.49	16.87	305.07	22.15	588.68	319.84		32.39	288.50
December, 1909.	Amount.	239,481.02	153,409,714.22	50,660,738.60	16,450,926.51	2,170,712.20	222,692,091.53	69.25	26,650,145.76	35,435,035.77	4,739,610.51	81,285,052.56	5,106,775.45	\$154,224,786.98	68,467,301.55	\$387,645.15	8,496,447.22	60,358,502.48
	Average per mile.		640.59	211.55	68.69	9.06	929.89		111.28	147.97	19.79	339.42	25.50	643.99	385.90		35.48	352.04
December, 1908.	Amount.	233,606.63	142,904,273.55	46,080,223.81	15,065,009.50	1,922,391.07	205,971,897.93	66.67	22,733,412.10	31,933,165.26	4,138,484.66	72,812,195.02	5,098,622.96	\$137,318,597.12	68,653,300.61	\$448,887.16	7,532,043.07	61,569,544.90
	Average per mile.		611.73	197.26	64.49	8.22	881.70		97.31	136.70	17.72	311.69	23.88	587.82	343.88		32.24	263.56
January, 1910.	Amount.	239,807.94	148,216,003.11	44,943,878.72	15,599,561.42	2,281,590.86	211,041,034.11	72.79	25,868,783.55	35,238,189.06	4,664,272.05	82,036,009.05	5,817,388.87	\$153,631,376.91	57,409,657.20	\$250,005.87	8,197,304.15	48,973,347.72
	Average per mile.		618.06	187.42	65.05	9.51	980.04		107.87	146.94	19.45	342.05	24.39	610.64	326.40		34.18	292.22
January, 1909.	Amount.	233,983.91	126,121,367.97	41,113,902.84	14,026,649.31	2,002,142.49	183,264,062.61	72.45	21,210,794.31	30,946,793.25	4,105,222.81	70,996,994.94	5,011,013.32	\$132,772,982.11	50,491,080.50	\$53,686.21	7,358,277.10	49,079,177.19
	Average per mile.		539.02	175.71	59.95	8.55	783.23		90.65	132.26	17.55	303.42	23.65	567.44	315.79		31.45	284.11
February, 1910.	Amount.	239,725.47	144,737,624.91	41,214,444.91	14,897,662.39	1,975,558.03	202,825,742.88	71.81	24,536,594.69	33,249,524.69	4,585,594.69	77,833,524.69	5,637,960.69	\$145,849,126.69	56,970,262.69	\$253,365.69	8,271,008.69	48,451,860.69
	Average per mile.		603.76	171.92	62.15	8.24	846.07		102.35	138.70	19.13	324.68	23.52	608.40	323.67		34.50	289.11
February, 1909.	Amount.	234,144.28	121,458,625.83	37,922,862.21	13,445,049.77	1,748,424.34	174,574,962.34	71.79	20,185,743.58	29,633,955.60	4,004,154.41	66,285,930.50	5,222,455.92	\$125,333,008.48	49,241,937.66	\$163,909.67	7,297,065.66	41,780,378.38
	Average per mile.		518.74	161.96	57.42	7.47	745.59		86.21	126.56	17.10	283.10	22.30	535.28	310.31		31.77	278.44
March, 1910.	Amount.	239,691.22	171,802,156.57	48,563,002.89	16,130,357.62	2,230,255.49	238,725,772.50	67.19	29,765,403.51	37,055,052.14	4,613,059.21	83,100,481.45	5,863,031.93	\$160,402,961.93	78,322,810.57	\$6,446.96	8,477,423.58	69,851,839.95
	Average per mile.		716.76	202.61	67.30	9.57	995.97		124.18	154.60	24.46	346.60	24.46	663.21	326.70		291.22	378.97
March, 1909.	Amount.	234,196.72	146,948,595.64	42,807,571.57	14,249,465.62	1,832,699.54	205,838,332.37	66.17	23,495,753.21	32,112,601.35	4,148,997.58	71,062,159.86	5,358,738.47	\$136,179,626.95	69,658,705.42	\$210,248.74	7,412,426.71	62,348,527.45
	Average per mile.		627.46	182.78	60.84	7.83	878.91		103.23	137.12	18.71	309.88	22.88	589.77	327.43		31.65	266.22
April, 1910.	Amount.	239,792.66	158,005,408.55	48,880,282.03	16,409,613.37	2,560,899.88	225,856,173.83	70.45	33,907,515.73	35,456,216.84	4,681,359.83	79,195,829.85	5,882,616.45	\$159,130,278.06	66,725,895.77	\$17,006.98	8,555,451.56	55,188,051.19
	Average per mile.		658.93	203.84	68.43	10.81	941.88		141.40	147.86	24.53	330.27	24.53	631.61	378.27		35.68	342.66
April, 1909.	Amount.	234,359.53	130,711,372.07	42,882,919.78	14,643,849.54	1,786,635.83	197,024,772.22	68.82	27,453,360.65	30,310,971.15	4,256,513.20	67,264,818.72	5,328,271.96	\$134,615,147.71	62,400,629.51	\$225,451.79	7,272,638.83	55,362,542.47
	Average per mile.		583.34	87.25	62.49	7.62	840.70		117.14	129.33	11.16	287.02	22.74	574.40	266.30		31.03	236.23
May, 1910.	Amount.	239,843.22	163,804,446.94	52,397,626.29	16,541,810.61	2,390,468.80	235,134,352.64	69.47	36,293,217.90	35,909,388.33	4,765,406.96	80,587,551.21	5,798,873.20	\$163,361,830.58	71,772,522.06	\$154,808.43	8,965,782.54	62,961,007.91
	Average per mile.		682.96	218.47	68.97	9.90	990.36		151.32	149.72	16.87	336.00	24.18	681.12	329.24		37.38	292.54
May, 1909.	Amount.	234,481.83	138,640,442.02	46,021,026.99	15,138,162.03	1,797,065.94	201,596,662.03	67.40	29,735,983.83	29,623,415.21	4,269,498.00	66,964,884.60	5,279,302.39	\$135,879,498.99	65,717,296.06	\$200,233.63	7,300,027.65	58,527,505.05
	Average per mile.		591.26	196.27	64.56	7.67	859.76		126.81	126.34	10.21	285.59	22.62	579.49	260.27		31.52	249.60
June, 1910.	Amount.	239,652.05	161,757,439.51	55,890,732.36	17,936,949.40	2,394,003.20	237,988,124.47	67.57	35,199,740.68	34,271,764.87	5,127,101.26	79,562,025.70	6,645,473.98	\$160,814,779.95	77,173,344.52	\$6,950.65	13,202,176.74	63,965,217.13
	Average per mile.		674.97	233.25	74.84	9.99	993.05		146.88	143.01	21.39	331.99	27.73	671.03	322.02		55.09	266.66
June, 1909.	Amount.	233,902.12	140,959,183.55	50,847,768.29	16,306,180.34	2,069,351.34	210,182,458.52	64.77	29,709,114.21	28,584,944.34	4,673,561.44	67,331,355.64	5,832,349.71	\$136,138,484.60	74,043,999.12	\$483,316.57	9,458,333.14	65,068,962.55
	Average per mile.		602.64	217.39	69.71	8.85	898.59		127.02	122.21	19.98	305.86	24.53	582.03	316.56		40.44	278.19
Total for year ending June 30, 1910.		239,652.28	1,935,882,873.41	631,772,131.73	192,702,563.10	26,908,566.56	2,787,266,136.64	66.2										

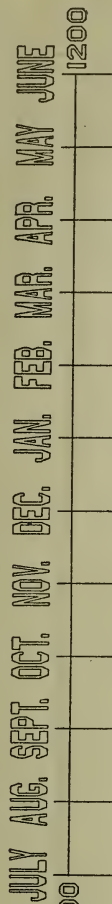
DIAGRAM OF MONTHLY AVERAGES IN DOLLARS PER MILE OF LINE.

(Rail operations.)

YEAR ENDING JUNE 30, 1908.

.....

YEAR ENDING JUNE 30, 1909.



YEAR ENDING JUNE 30, 1910.

OPERATING RATIO PER CENT

YEAR ENDING JUNE 30, 1908.
YEAR ENDING JUNE 30, 1909.
YEAR ENDING JUNE 30, 1910.
YEAR ENDING JUNE 30, 1911.

DIAGRAM OF MONTHLY AVERAGES IN DOLLARS PER MILE OF LINE.

(Rail operations.)

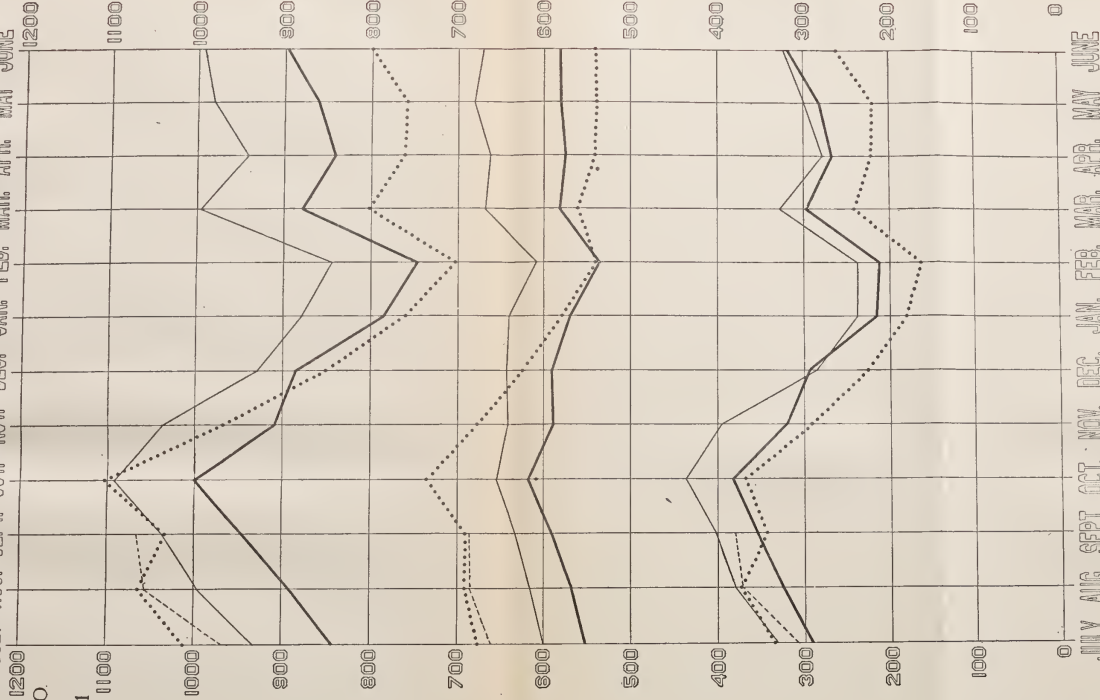
YEAR ENDING JUNE 30, 1908.

YEAR ENDING JUNE 30, 1909.

YEAR ENDING JUNE 30, 1910.

YEAR ENDING JUNE 30, 1911

JULY AUG. SEPT. OCT. NOV. DEC. JAN. FEB. MAR. APR. MAY JUNE



TOTAL REVENUES

TOTAL EXPENSES

NET REVENUE

OPERATING RATIO
PER CENT

YEAR ENDING JUNE 30, 1908.
YEAR ENDING JUNE 30, 1909
YEAR ENDING JUNE 30, 1910.
YEAR ENDING JUNE 30, 1911.

JULY AUG. SEPT. OCT. NOV. DEC. JAN. FEB. MAR. APR. MAY JUNE

6690	6499	6682	6664	6992	7340	7632	7684	6986	7099	7101	6749
6556	6362	6266	6181	6480	6667	7245	7179	6617	6832	6740	6477
6439	6180	6123	6011	6190	6925	7279	7191	6719	7045	6947	6757
6826	6481	6572									

which they render, of the nature of the contracts with other common carriers according to which their operations are carried on, as also of the rules according to which express charges are computed. Under this last heading will be found an analysis of the graduated scales used by express companies and of the effect which changes in the graduates have upon the amounts paid by the public for services rendered.

The statistical information contained in this report covers the operations of 13 companies. The names of these companies, as also the mileage over which each operates, are as follows:

Classification of mileage covered by operations on June 30, 1909.

Name of carrier.	Total mileage.	Steam road mileage.	Electric line mileage.	Steamboat line mileage.	Stage line mileage.
Total.....	260,507.04	238,961.22	6,414.01	14,138.19	993.62
Adams Express Co.....	34,360.00	30,676.00	196.00	3,405.00	83.00
American Express Co.....	48,224.78	45,668.08	475.70	2,058.50	22.50
Canadian Express Co.....	7,794.27	6,964.27	66.00	737.00	27.00
Canadian Northern Express Co.....	3,129.62	3,107.62	22.00		
Globe Express Co.....	1,899.85	1,899.85			
Great Northern Express Co.....	7,412.16	7,031.57	169.59	211.00	
National Express Co.....	1,714.25	1,416.25	6.00	292.00	
Northern Express Co.....	6,757.75	6,488.75	8.00	261.00	
Pacific Express Co.....	22,672.54	21,721.20	343.00	608.34	
Southern Express Co.....	33,181.00	30,936.00	80.00	2,165.00	
United States Express Co.....	24,206.00	20,286.34	3,604.96	314.70	
Wells, Fargo & Co.....	65,698.43	59,316.90	1,438.76	4,081.65	861.12
Western Express Co.....	3,456.39	3,448.39	4.00	4.00	

The character of the business transacted by the express companies is indicated by the following statement, which shows for the months of April, August, and December, 1909, the number of pieces carried, their aggregate weight, the average weight per piece, the total revenue, the average revenue per piece, and the average revenue per pound. The expense incident to the compilation of the information by the express companies deterred the Commission from requiring such a compilation for all the months of the year, but the combined results for the months selected may be accepted as typical of the business for the year.

Summary of traffic for April, August, and December, 1909.

Number of pieces.....	71,013,295
Aggregate weight.....pounds..	2,329,342,192
Average weight per piece.....do.....	32.80
Revenue.....	\$35,856,551.56
Average revenue per piece.....cents..	50.49
Average revenue per pound.....do.....	1.54

As a matter of information, attention is called to the fact that this report of the statistics of express companies contains a history of the organization and capitalization of each of the 13 companies named, as also a somewhat detailed comparison of the schedule of

rates in 1896 with the schedule of rates in force at the present time, showing the increases and decreases in the amounts paid on various classes of traffic for express services. This comparison shows that the graduated charges on express freight commodities taking basal rates from 40 cents to \$6 per 100 pounds have been materially increased, and also that of 148 changes in rules and in the classification of commodities that affected the charges on shipments over 83 per cent are increases.

ELECTRIC RAILWAYS.

The increased use of electricity for motive power and the present tendency for electric railways to enter the field of interstate transportation, as also the tendency in certain localities for commercial railways to absorb or control electric lines make the statistics and accounts of electric railways a matter of direct interest to the Commission. The administrative difficulty in dealing with this class of carriers arises from the fact that only a limited number of the electric railways of the country are engaged in interstate traffic. It was, however, recognized that whatever policy should be finally adopted to secure comprehensive compilations of the operations of electric lines a uniform system of accounts would be essential for this class of carriers. As a matter of fact, the application of the system of accounts promulgated by the Commission, which became effective for interstate electric lines on January 1, 1909, has been extended to a very large number of electric railway companies, regardless of jurisdiction. This was done partly through the adoption by certain of the State railroad commissions of the system of accounts promulgated by the Commission and partly through the cooperation of American Street and Interurban Railway Accountants' Association. A form of annual report, also, has been issued, and a special section has been organized for handling these reports in the same way as the reports of other carriers are handled. The reports now on hand cover the fiscal years, 1908, 1909, and 1910. They have been examined but not compiled.

• SLEEPING-CAR COMPANIES.

The act, as amended in 1906, provided for the inclusion of sleeping-car companies under the term "common carrier."

Sleeping-car operations throughout the United States are of two kinds: First, those conducted over the mileage of railway companies by companies expressly organized for that purpose; and, second, those conducted by railway companies over their own mileage and designated in the accounting classifications of the Commission under the head of "Outside operations."

It is for that class of companies organized directly for the purpose of conducting sleeping-car operations that the Commission has promulgated a classification of operating revenues and operating expenses, and has made the same effective as of July 1, 1910. There has

also been prepared a form for use in making annual reports to the Commission. Forms for the monthly statement of revenues and expenses and for special reports of the operations of this class of companies over the mileage of individual carriers are in the course of preparation.

Thus far the Pullman Company is the only company in this class. A report of certain phases of the business and corporate affairs of this company has been rendered for its fiscal year ending July 31, 1909. The information contained in this report shows the capitalization of the company as \$100,000,000, of which \$76,748,627 is assigned directly to the sleeping-car business and \$23,251,373 to "other properties," which latter amount includes the capital assigned to the manufacturing plant and other buildings of the company. On the entire capital stock above mentioned there was paid a dividend of \$7,999,070, or practically 8 per cent. The gross revenue from the operation of cars is reported as \$31,871,088.42, and the operating expenses as \$22,605,724.19, leaving a net operating revenue of \$9,265,364.23. To this should be added \$19,125.97, net revenue on account of outside operations in connection with the operation of sleeping cars, and \$2,095,030.24, other income from investments, properties, and the manufacturing plant of the company. During the year there was paid \$492,226.23 for taxes, chargeable against this revenue, and \$541,289.67 on account of fixed charges and other deductions, leaving a net corporate income for the entire business of the company, available for dividends, appropriations, and surplus, of \$10,838,230.77. The number of employees engaged in the operation of sleeping cars on July 31, 1909, including general office and district employees, but exclusive of 26 general officers, was 13,326. The total yearly compensation to employees was \$7,097,094.06. The number of revenue passengers is shown as 18,467,092; the average amount received from each passenger as \$1.726; and the average number of passengers per car per day as 10. The number of cars operated, including all classes of cars, both owned and leased, was 5,011; the total car mileage made by these cars, 528,468,152 miles; and the net revenue per car-mile 1.75 cents.

PIPE LINES.

Operating accounts for pipe lines have been issued to take effect January 1, 1911, and a form of special report has been issued calling for the usual information from this class of carriers. A compilation of these reports may enable the Commission to determine to what extent it is possible to treat the public problems which arise in connection with this industry as a transportation problem.

WATER-LINE CARRIERS.

Section 1 of the act to regulate commerce defines jurisdiction over water-line carriers as extending to carriers engaged in transportation "partly by railroad and partly by water when both are used

under a common control, management, or arrangement for a continuous carriage or shipment." Considerable difficulty has been encountered in applying this rule to the list of water-line carriers on file with the Commission. The policy adopted has been to deal in the first instance only with such carriers by water as come manifestly within the rule of jurisdiction. The result of this policy is that the transportation statistics of carriers by water will fall short of a total statement of the transportation service rendered by this class of carriers. This fact is brought to the attention of Congress for the purpose of raising the question of bringing all water-line carriers doing an interstate business under the jurisdiction of the Commission, so far, at least, as the twentieth section of the act to regulate commerce is concerned. Unless this is done, it will not be possible to obtain a complete statement of water-line transportation.

The prescribed system of operating accounts for water-line carriers becomes effective January 1, 1911.

TELEGRAPH AND TELEPHONE COMPANIES.

By the act of June 18, 1910, telegraph and telephone companies doing an interstate business were placed under the jurisdiction of the Commission. Steps have already been taken for the formulation of a system of operating accounts for these companies, and it is expected that this system will become effective on July 1, 1911. The administration of the twentieth section of the act to regulate commerce, so far as telegraph companies are concerned, gives rise to no very serious difficulty. With regard to telephone companies, however, the situation is somewhat different.

There are from 25,000 to 30,000 telephone companies which make provision for interstate communication, and the Commission is in doubt as to whether it was the intent of Congress to place all these companies under its supervision and control. No opinion is expressed at this time as to the administrative interpretation which should be placed upon the law in this regard. The Bureau of Statistics and Accounts has been instructed to make an investigation into the location, the organization, and the character of the business of telephone companies in the United States, and the result of this investigation will, upon completion, be submitted for the information of Congress.

GAS CORPORATIONS AND ELECTRIC CORPORATIONS IN THE DISTRICT OF COLUMBIA.

In the appropriation bill for the District of Columbia for the year ending June 30, 1910, under the title "Electrical Department," will be found the following paragraph:

On and after the passage of this act every corporation engaged in the manufacture and sale of gas or electricity in the District of Columbia shall open and keep a set of books in manner and form prescribed by the Interstate Commerce Commission.

In conformity with the above provision of the law a classification for a uniform system of accounts for gas corporations and for electric corporations in the District of Columbia was prepared and made effective on January 1, 1910. As there is no provision in the law which gives authority to the representatives of the Commission to inspect the accounts of corporations engaged in the manufacture and sale of gas or electricity in the District of Columbia the Commission is unable to say whether or not the classifications prescribed for the use of these companies are being followed. A number of questions have been raised, however, by the accounting and other officers of these companies which indicate that a careful study of the classifications has been made, and it is assumed that their accounts are being kept in conformity thereto.

INDUSTRIAL RAILWAYS.

The Bureau of Statistics and Accounts has brought to a conclusion an extended investigation into the operating and financial conditions of industrial railways. An industrial railway may be defined as an incorporated or unincorporated railway controlled by some manufacturing or mining industry, the major portion of whose traffic is furnished by the controlling company. Such a road is distinguished from a commercial road in that it is not primarily for the sale of transportation; it is distinguished from a purely private track or siding in that the operation of its property gives rise to a service to which some definite payment or allowance may be assigned.

Of the 2,410 industrial railways covered by the investigation referred to, it was found that, on June 30, 1909, 202 had suspended operations; 1,395 derived no revenue whatever from operations, that is to say, these were purely transportation agencies to the manufacturing or mining operations concerned; 364 derived revenue from local rates or from contributions by the controlling industries, and 449 derived revenue from division of through rates or allowances by carriers with which they had physical connection or some sort of an understanding. It is this last-named class that is of especial significance to the Commission when it is recognized how easily discriminations may be practiced by carriers through the agency of industrial railways which connect them with large shippers.

CHARACTER OF THE SERVICE RENDERED BY THE BUREAU OF STATISTICS AND ACCOUNTS.

The twentieth section of the act to regulate commerce provides for a uniform system of accounts for railways and other common carriers doing an interstate business, for a Board of Examiners of Accounts, and for annual, monthly, and special reports. It is manifest that the purpose held in view was to insure conditions for operation of common carriers under which discriminations and other illegal practices would be discouraged because readily disclosed. The Commission desires to express the opinion that the work which has been done along these lines has gone far to realize this intent of Congress. A number of incidental advantages which accrue from the administration of the twentieth section may not, however, be so readily recognized; and it seems proper to call attention to these as a means of soliciting the continued interest of Congress in the further development of this branch of the Commission's services.

It is the duty of the Bureau of Statistics and Accounts, among other things, to maintain a current compilation of all significant facts bearing upon the construction of railways and upon their operating, financial, and contractual relations. The bureau thus becomes the repository of a fund of classified information of which the Commission or Congress may avail itself as occasion arises. Comprehensive statistical investigations are likely to require months, if not years, for their completion, and in order that the Commission may have pertinent information on hand at the time it is needed, such information must be kept up to date and in such form as to make it readily available. The extent of this service is only limited by the funds placed at the disposal of the Commission.

Another consideration is suggested by the fact that the Commission, in rendering an opinion in a given case, can not safely place exclusive reliance upon the information submitted by the plaintiff and the defendant. Every opinion rendered tends to fix operating conditions. It partakes, to some extent, of the nature of general instructions. Danger always attends the formulation of general principles on the basis of incomplete knowledge of the situation to which those principles pertain; and one of the highest services which the Bureau of Statistics and Accounts can render to the Commission is to gather information supplemental to that derived from the examination of witnesses in particular cases, to the end that each particular case may be decided in view of the general situation out of which it springs. During the past year the Commission has in several cases deferred arriving at final conclusions until it makes an independent investigation of the alleged facts submitted in evidence and of the commercial conditions to which particular cases

pertain. It is the desire of the Commission to extend and perfect this branch of the service. This service is not, of course, confined to the activities of the Bureau of Statistics and Accounts, but along certain lines this bureau has exceptional facilities for independent investigation.

A third service which the Bureau of Statistics and Accounts can render to the Commission lies in the determination of normal units or attested averages of which the Commission may avail itself when considering the evidence of witnesses in particular cases. The only safeguard which the Commission has against misleading evidence based on averages improperly compiled is to have in its possession a fund of information by which these averages may be easily tested. As a single illustration, a reliable compilation showing current prices of material used in the construction, maintenance, and operation of railway property during the past quarter of a century would be of inestimable benefit in testing the contentions and arguments which carriers have urged in support of a somewhat general advance of rates. The initial cost of such a compilation is without doubt considerable, but its value would be very great, considered as a part of the Commission's permanent equipment.

TRAFFIC STATISTICS.

Statistics of transportation fall under the three general heads—financial statistics, operating statistics, and statistics of traffic movement. The first and the second of the above-named classes of statistics are fairly well covered by the reports of the carriers as at present rendered; these reports do not, however, adequately cover the statistics of traffic movement for internal commerce. That such statistics are needed is evidenced by the frequent requests made for statements of traffic movement. The National Waterways Commission has several times asked for information of this sort. The Commission undoubtedly has the authority, under the twentieth section of the act to regulate commerce, to call for such reports from interstate carriers as will enable it to determine the amount of traffic between selected points, or indeed to enter upon investigations leading to the publication of a special report on traffic conditions and traffic movements. Such investigations, however, could not be undertaken with the funds now at the disposal of the Commission. The matter is brought to the attention of Congress for such action as it may deem wise.

CONTROL OF SECURITIES.

We have set forth in previous reports the reasons which have actuated us in recommending reasonable control of railway capitalization, and without here repeating the same we deem it proper to

add that subsequent observation and experience confirm our conviction as to the wisdom and urgent need of proper legislation for this purpose.

In view of the action taken by Congress in providing for a special commission for the investigation of the questions involved in the Federal control of the issue of stocks and bonds by interstate carriers, it may be proper, merely as a matter of information, to call attention to a few of the provisions in the uniform system of accounts promulgated by the Commission which bear directly or indirectly upon the question in hand.

First. The construction accounts promulgated by the Commission lay down the rule that all charges to property should be the money value and not the debt value of the transactions recorded. This means that so far as construction accounts are controlled by the Commission's orders, the "cost of property," which is the first item on the asset side of the balance sheet, must be the cost in money and not the cost in debt. The beneficial effect of this rule is limited by the fact that the jurisdiction of the Commission does not extend to construction companies, nor does there seem to be any feasible means, without further legislation, of controlling charges to the property accounts of a carrier which represent a lump sum for the purchase of constructed properties. Further legislation by Congress is required before the purpose of the rule above recited can be completely realized.

Second. The accounting rules promulgated by the Commission further provide that all additions and betterments, regardless of the source from which the money to pay for such additions and betterments may be derived, shall be made a charge to the property account. The purpose of this rule is to prevent the accumulation of what have sometimes been called "secret reserves" and thus obviate the danger of having these reserves restored to the books at some future time and made the basis of speculative manipulations.

Third. The accounting orders of the Commission require that all additions and betterments paid for out of revenues rather than from the proceeds of securities sold should be set up on the liability side of the balance sheet as a specific item. This raises at once the question of the equity in the value of such improvements. Is this an equity of the stockholder or of the public? On this point the Commission expresses no opinion; it does, however, in the system of accounts promulgated require that the amount of such improvements be separately stated in order that when the question of increased capitalization is under consideration, whether by a stock dividend or otherwise, the amount involved will be a definite and not an uncertain amount.

Quite a number of other points might be named bearing upon the general question of the control of the issue of stocks and bonds, but

sufficient has been said to make clear the statement that the Commission's system of accounts has been drawn in full recognition of the possibility that it may be used in the administration of a law which shall give to some Federal body supervisory control of capitalization.

VALUATION OF RAILWAY PROPERTY.

Previous reports have made frequent reference to the need of adequate provision for the valuation of railway property, and the experience of the Commission during the past year serves only to emphasize such arguments as have been submitted. In the Twenty-second Annual Report of the Commission to Congress will be found an argument in support of railway valuation, which rests on the present unsatisfactory condition of railway balance sheets. It may not be inappropriate to repeat that argument.

The balance sheet is, perhaps, the most important of the statements that may be drawn from the accounts of corporations, for, if correctly drawn, it contains not only a classified statement of corporate assets and corporate liabilities, but it provides in the balance, that is to say, the "profit and loss," a quick and trustworthy measure of the success that has attended the operation and management of the property. Every balance sheet begins with "cost of property," against which is set a figure which purports to stand for the investment. This is no place to enter upon an extended criticism of the practice of American railways in the matter of their property accounts, nor is such a criticism necessary for the purpose in hand. It is sufficient to refer to the well-known fact that no court or commission or accountant or financial writer would for a moment consider that the present balance-sheet statement purporting to give the "cost of property" suggests, even in a remote degree, a reliable measure either of money invested or of present value. Thus, at the first touch of critical analysis, the balance sheets published by American railways are found to be inadequate. They are incapable of rendering the service which may rightly be demanded of them. One cure seems possible for such a situation, and one only, and that is for the Government to make an authoritative valuation of railway property, and to provide that the amounts so determined should be entered upon the books of the carriers as the accepted measure of capital assets. Under no other conditions can the Commission complete in a satisfactory manner the formulation of a standard system of accounts.

WORK OF THE BOARD OF EXAMINERS.

While this board was organized primarily for the purpose of the examination of the accounts of carriers, it in reality now forms the Division of Accounts, and, in addition to field work connected with examinations, has done a great deal of constructive work in the formulation of the classifications of accounts prescribed by the Commission for the various classes of carriers. To state in detail the work done by the board during the past fiscal year is perhaps unnecessary. In general, however, it may be said that this work embraces three general lines of activity—first, that of the constructive work in con-

nection with the formulation of the classifications of accounts and also the consideration of the many questions raised by carriers as to the proper interpretation of those classifications; second, that of general examinations of the accounts of carriers so far as may be necessary to determine whether or not the accounting rules prescribed by the Commission are, in fact, followed; and, third, the conduct of investigations into special features of the operations of the carriers in order to develop pertinent facts in connection with particular cases before the Commission and in some cases to ascertain actual conditions of operation to assist in the proper consideration of the development of new accounting classifications.

The first line of work outlined above embraces the preparation of various new classifications more particularly referred to elsewhere.

The second line of work has, during this year, embraced examinations, general in character, of 24 railway systems operating a mileage of about 37,000 miles.

In the main it may be said that the carriers whose accounts have been examined are endeavoring to conform to the accounting rules laid down. There have been a good many cases, however, in which either the accounting officers fail to interpret properly the rules prescribed or have ventured to think that exact compliance with the details of the rules was not expected or desired. The beneficial results of these general examinations will be in proportion to the frequency with which they are made.

The third line of work covered, among other things, the necessary field work in connection with the investigation of industrial railways, as well as upward of 40 other special investigations.

SPECIAL DOCKET CLAIMS.

The general scope of the work undertaken by the Division of Claims was fully explained in the previous report of the Commission. No change has taken place in the character of the work or in the method of its transaction during the current year. The relative amount of the work done, as compared with that of the previous year, may be seen from the following statement:

Number of claims filed:

Dec. 1, 1908, to Dec. 1, 1909	4, 406
Dec. 1, 1909, to Dec. 1, 1910	5, 102

Number of orders issued:

Dec. 1, 1908, to Dec. 1, 1909	2, 379
Dec. 1, 1909, to Dec. 1, 1910	3, 508

Number of claims denied or otherwise closed:

Dec. 1, 1908, to Dec. 1, 1909	1, 199
Dec. 1, 1909, to Dec. 1, 1910	1, 463

Amount of reparation awarded:

Dec. 1, 1908, to Dec. 1, 1909	\$311, 978. 71
Dec. 1, 1909, to Dec. 1, 1910	\$404, 976. 78

RAILWAY ACCIDENTS.

June 30, 1910, closed the accident records under the law of March 3, 1901. As shown by the following summary, the number of passengers killed in train accidents was 227 in 1910, as compared with 131 for the previous year. There is also an increase in the number of employees killed and injured. The number of employees killed in coupling accidents has increased from 161 in 1909 to 207 in the year just closed, an increase of 22 per cent.

Casualties to passengers and employees, years ending June 30.

	1910.		1909.		1908.		1907.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers:								
In train accidents.....	227	8,356	131	5,865	165	7,430	410	9,070
Other causes.....	223	7,159	204	6,251	241	5,215	237	4,527
Total.....	450	15,515	335	12,116	406	12,645	647	13,597
Employees:								
In train accidents.....	724	6,870	520	4,877	642	6,818	1,011	8,924
In coupling accidents.....	207	3,002	161	2,353	239	3,121	302	3,948
Overhead obstructions, etc.....	97	1,386	76	1,229	110	1,353	134	1,591
Falling from cars, etc.....	589	13,244	481	10,259	668	11,735	790	12,565
Other causes.....	1,801	44,423	1,218	33,086	1,699	33,317	2,116	35,661
Total.....	3,418	68,925	2,456	51,804	3,358	56,344	4,353	62,089
Total passengers and employees.....	3,868	84,440	2,791	63,920	3,764	68,989	5,000	76,286

The act of May 6, 1910, taking the place of the act of March 3, 1901, went into effect July 1, 1910, and differs from the old law in that it gives the Commission authority to investigate all collisions, derailments, or other accidents resulting in serious injury to person or to the property of a railroad, occurring on the line of any common carrier engaged in interstate or foreign commerce by railroad.

Under the authority granted by this act thorough investigation of the subject will be possible. The Commission has not yet been able to take action under this act, for the reason that to secure proper and adequate investigation of railroad accidents under suitable conditions, and for the purpose aimed at in the passage of the law, it will be necessary to employ permanently a number of men of experience, character, and ability; and there is as yet no appropriation sufficient to provide for such employment and for the necessary traveling and clerical expenses.

To investigate train accidents generally throughout the country with a view to locating the blame in particular cases must indeed be considered as practically out of the question, as there are so many accidents occurring on the extensive railway mileage of the United States that the expense of conducting inquiries by competent men

would be almost prohibitive. It is not believed, however, that the law contemplates such numerous investigations. Its purpose, as we understand it, is not to examine the details of the collisions and derailments occurring every month, but rather to formulate, for the benefit of Congress and the public, the lessons to be learned from typical accidents. This object can be accomplished at a reasonable cost.

The general increase in the volume of traffic has been accompanied by a corresponding increase in accidents. This was, perhaps, to be expected, as there has been no noticeable change in railway operating methods. The use of the block system is being slowly extended, and there is no doubt that in those classes of collisions which the block signal is designed to prevent there is a diminution from year to year, but there has been no large percentage of increase in block signals for several years. Considering passengers alone, there has been a decrease in the number killed in collisions during the year (from 94 to 78); but the worst accidents of the present year were not collisions. The two most notable were a wreck caused by an avalanche in the State of Washington, killing 90 persons, of whom 64 were classed as passengers, and a derailment in Iowa killing 51, of whom 45 were passengers.

The lessons afforded by the accident records have been set forth in previous reports by the Commission and need only be referred to in this connection. The main thing needed, in our judgment, is the extension of the use of the block system to prevent collisions of trains. The Block Signal and Train Control Board, in its report this year, again calls attention to this need. The Commission has emphasized it repeatedly in its reports to the Congress. This need is regarded as paramount, not because this is the only important improvement demanded in railway safety measures, but because it is the one concerning which congressional action is the simplest. There is no difference of opinion as to the merit of the system, and no one raises any question as to the propriety of legislative compulsion in this matter. The block system is largely used already, and the proposed legislation is needed not only to secure action on the part of railroads which have been dilatory, but also for the purpose of securing uniformity. The lessons of the records as related to derailments, boiler explosions, and other kinds of accidents are more complicated or obscure than in the case of collisions, or more difficult to deal with by means of governmental agencies. Some of these causes of accidents are touched upon in the report of the Block Signal and Train Control Board, elsewhere referred to.

SAFETY APPLIANCES.

A marked improvement is noted in the practices of railroads throughout the country in guarding against violations of the safety-

appliance laws. Most of them are increasing the number of inspection points and taking measures to secure more thorough and effective inspection of all cars hauled or used on their lines. There is, however, room for further improvement in these respects, and this is indicated by the fact that 207 fatalities and 3,002 personal injuries to employees were caused by coupling accidents during the past year. These figures show that the maximum of inspection efficiency is far from being reached by many of the railroads.

There is also to be noted an alarming number of accidents to employees by reason of falling from cars. From this cause there were 589 deaths and 13,244 personal injuries.

It was undoubtedly the intention of Congress, as indicated by the language used in section 1 of the original safety-appliance act, that train crews should not be required to mount cars to operate hand brakes, yet the practice still prevails upon some railroads to a greater or less extent. Not only is a large proportion of the casualties classed as "falling from cars" attributable to this practice, but the 97 killed and 1,386 injured by overhead obstructions is almost wholly chargeable thereto.

When service on the tops of trains is required and at the same time overhead obstructions permitted to exist, a situation of peril to trainmen results, which certainly ought to be corrected. This element of danger is accentuated by variations in the height of freight cars.

There is now pending in the circuit court of appeals for the third circuit on appeal by the Government from the district court of the United States, for the western district of Pennsylvania (*U. S. v. B. & O.*, 176 Fed., 114), a test case brought to determine the construction of the act and the lawfulness of the practice of requiring trainmen to operate hand brakes while trains are in transit between terminals. No contention is made that it is unlawful for employees to go upon the tops of cars and operate hand brakes in switching movements in yards or at terminals, for the reason that in such movements the train brakes must necessarily be cut off and become inoperative.

During the year ending June 30, 1910, 431 violations of the safety-appliance act have been reported to various United States attorneys for prosecution, and 140 have been contested by the railroads in the courts. In 130, or approximately 93 per cent of the cases, verdicts have been rendered in favor of the Government as against 10 in favor of the defendant companies. In each case an attorney employed by the Commission, and acting under the authority of the Department of Justice, has assisted in the preparation and prosecution of these violations. The amount of penalties recovered and paid into the Treasury aggregates \$51,400.

During the year the Commission has caused to be prepared and published an index-digest of all decisions under the safety-appliance

acts which were rendered by the various State and Federal courts prior to January 1, 1910.

The decisions of the courts of the United States have generally been so clear and explicit in the interpretation and application of this law that there are now few questions upon which a successful contest can be made. With the decision of the circuit court of appeals for the sixth circuit, in *United States v. Illinois Central Railroad Co.* (177 Fed., 801), rendered April 5, 1910; all the appellate courts of the country which have adjudicated the question are in accord upon the proposition that this statute "imposed upon carriers an absolute duty to maintain the appliances in conformity with the requirements of the act."

There are now pending in the Supreme Court of the United States several important cases involving the construction of the original act and the constitutionality of the amended act.

It is due to the Attorney General of the United States that his interest and work in the preparation of these cases for presentation to the Supreme Court should be recognized by the Commission.

SAFETY-APPLIANCE STANDARDS.

By an act approved April 14, 1910, the Commission was required within six months thereafter to designate the number, dimensions, location, and manner of application to cars used in interstate commerce of the appliances provided for by section 2 of that act and section 4 of the act of March 2, 1893, such appliances including grab irons, ladders, sill steps, hand brakes, running boards, and other similar equipment. The matter was taken up by a joint committee, representing the Commission, railroad employees, and the carriers, which held numerous meetings, considered the matter with great care, and virtually agreed upon the regulations to be adopted. After a full hearing, the Commission, on the 13th of October, made an order prescribing the regulations to be observed, which are, by the terms of the act, made standards for future observance.

The attention of the Congress is respectfully called to the fact that the Commission's power to extend the time within which any common carrier may comply with these regulations is expressly limited to equipment which was in use when the law was passed. At that time there were many cars and locomotives in process of construction under contracts which included certain specifications. In the nature of the case neither the carriers nor the car builders could know what regulations the Commission would prescribe, and, of course, could not anticipate the particular and detailed requirements. In short, a large number of cars which have come into use since April 14, and which are now being delivered to the carriers, do not in all

respects conform to the standards which the Commission by its order has prescribed. Inasmuch as the Commission is without authority to grant relief as to this class of equipment, it is respectfully recommended that the law be so modified as to authorize the Commission in its discretion and after hearing to extend the time for compliance with the prescribed standards as to such equipment as shall be in use on July 1, 1911, the date when these standards become obligatory by the terms of the act in question.

HOURS OF SERVICE LAW.

In our last annual report mention was made of the order of the Commission requiring railroads to file monthly reports showing excess service of all employees, and the causes therefor. The total number of roads served with this order is 1,314, of which 949 have been complying with its requirements.

The case entitled *Baltimore & Ohio Railroad v. Interstate Commerce Commission*, involving the validity of this order, was decided in the circuit court of the United States for the district of Maryland in favor of the Government. An appeal has been taken from this decision to the Supreme Court of the United States, where the case is now pending. Since this decision was rendered, 148 roads have begun filing these monthly reports.

These reports show many reasons for requiring employees to be on duty for more than the statutory period. Among these may be mentioned "leaky valves," "hot boxes," "drawheads pulled," "engine failures," "burst air hose," and various other causes too numerous to mention. We would again respectfully suggest that the law in this particular should be made more specific, so as to restrict the exercise of discretion on the part of the carriers in determining whether or not a given incident is a "casualty" or "unavoidable accident" within the meaning of the act, or that some authority should be designated to decide such questions.

The attention of operating officials has been called to these excuses by correspondence, which has proven to be very beneficial. With comparatively few exceptions all these officials have accepted our interpretation of the law and have rearranged their service in accordance with the views of the Commission.

During the past year we received 188 complaints from various sources, the majority of which have been for violations of that part of the law pertaining to telegraph operators. Of these complaints, 136 have been settled by correspondence or otherwise and 52 are now under investigation. Several of the complaints relate to two offices at the same station in close proximity, one being operated during the day and the other during the night. The carriers have de-

clined to change their practice in this regard, claiming that it is not a violation of the statute.

As was noted in the Commission's last annual report in the case of the *United States v. Atchison, Topeka & Santa Fe Railway Co.*, decided April 21, 1909, in the district court of the United States for the northern district of Illinois, it was held that the word "period," as used in section 2 of the law, implies continuity of service, and that the closing of an office for a short period during the 24 hours does not remove it from the class of offices "continuously operated night and day." In January, 1910, a decision (*U. S. v. A. T. & S. F. Ry. Co.*, 177 Fed., 114) was rendered in this case reversing the judgment of the lower court. Thereupon the Government petitioned for a writ of certiorari, which was granted by the Supreme Court of the United States on April 21, 1910, and the case is now pending before that tribunal.

BLOCK SIGNAL AND TRAIN CONTROL.

Since the organization of the Block Signal and Train Control Board, 985 separate plans of devices intended to promote the safety of railway operation have been submitted to it for examination. Of this number 819 have been disposed of, leaving 166 cases now before the board for consideration. The great majority of these 166 cases are now in process of examination, but there are a considerable number in which complete information has not yet been furnished. The board has also received a mass of correspondence relating to devices concerning which no plans have been furnished. In many cases inventors have presented ideas looking to the development of some form of safety device, and have requested the assistance of the board in embodying their ideas in a device that would perform the function intended in a practicable way. In all such cases the inventors have been informed that their ideas can not be considered unless presented in the form of plans and specifications showing in detail a practicable device designed to perform a useful function and clearly describing the manner in which that function is proposed to be performed. The board has endeavored to assist inventors by pointing out defects in apparatus and offering suggestions for improvement, but it can not undertake to perform the functions of a consulting engineer.

Of the plans examined during the past year, 91 covered signal and automatic train-control devices; 103 related to ties, rails, rail fastenings, switches, and other track appliances; 64 were devices relating to the construction and equipment of cars and locomotives; 30 related to emergency brakes and adjuncts to the air-brake system; 9 were mail-bag catching and delivering devices; 7 were automatic hose connectors; and 4 were torpedo placers.

Six thousand copies of the board's second annual report, and 2,000 copies of a report covering statistics of block-signal mileage and mileage on which the telephone is used for the transmission of train orders, as of January 1, 1910, have been distributed.

Outside the field of signaling and automatic train control the board has considered comparatively few devices that were believed to possess merit warranting commendation or any special action. During the year the board has conducted special investigations of the following subjects: Locomotive headlights; metal, concrete, and composite ties; spark arresters; and locomotive boilers. The results of these investigations are set forth in the board's report, which will be issued as a separate document. An appendix to the board's report will also contain several monographs, setting forth principles of correct design and construction of some forms of railway equipment, appliances, and structures, with a view of showing the present state of the art in such matters and of directing effort along right lines.

The work of inspecting personnel of block-signal offices and telegraph stations and the methods of operation followed in such offices, noted in the report of last year, has been continued; and although this investigation has not been complete, enough has been learned to make it apparent that the block system, both manual and automatic, on most American railroads is operated far below its maximum efficiency. Conditions similar to those noted in the report of last year were discovered, and the board states that the most crying need of the present situation is reformation in both personnel and methods of operation.

The Harrington automatic train-control and alarm device, which was noted in the board's last annual report, was tested by the board under actual operating conditions on the Northern Railroad of New Jersey Division of the Erie Railroad from February 5 to April 22, 1910. The results of this test are fully set forth in the board's report to the Commission, previously referred to. The general conclusion of the board with respect to the Harrington device is as follows:

The system, with reasonable inspection and maintenance, would be safe and reliable, and its use would tend materially to promote safety of operation on a railroad using it.

While the results of the tests of the two mechanical trip devices so far conducted indicate that their use would materially promote safety in railroad operation, the board considers it manifestly improper to make any recommendations concerning the compulsory adoption of automatic train stops based on them alone. Such recommendations should be based on the results obtained from tests of all types of devices believed to offer promise of meeting the varied requirements of railroad operation. Some types will meet those

requirements in one degree and some in another. As both of the devices so far fully tested are of the mechanical-trip type, there is no information available as to the practical performance of three other types of train-control devices. These other types include contact-rail systems, systems requiring the use of short insulated sections of track and the insulation of certain parts of the engine, and systems making use of inductive or magnetic forces.

Installations of four automatic stop devices are now being made, and it is expected that tests of these devices will be conducted during the present winter. These tests will furnish information concerning two types of electrically operated automatic stops and another type of mechanical-trip automatic stop, and will undoubtedly aid greatly in the necessary work of development.

As the result of the investigations so far made, only 16 purely automatic stop devices have been approved by the board to the extent of saying to the proprietors that if they would provide suitable installations their devices would be subjected to official test. Of the 16 devices thus far approved, only two—the Rowell-Potter and the Harrington—have been tested under service conditions. The most serious obstacle to the practical development of systems approved for test has been the fact that proprietors have lacked the financial means needed to carry on their work.

One objection which has been urged against the introduction of the automatic stop is that after a partial equipment of a road a liability for damages might exist in connection with accidents on parts of the road not yet equipped. The board suggests that this difficulty may be overcome by a simple enactment that the partial application of such devices should not of itself create any legal obligation to equip the entire line in the same manner.

As a result of the recent introduction of automatic stops on some electric roads and for other reasons, there has been considerable development during the past year. One electric surface railroad in the State of Washington, the interurban line of the Washington Water Power Co., between Spokane, Cheney, and Medical Lake, has put automatic stops in use on 27 miles of its line. With the extension of electric propulsion of trains, the problem of the use of train stops is simplified. The electrification of steam roads is likely to encourage the use of the automatic train stop by providing available power for the operation of these devices, which, it is believed, will in many cases be found to require more power for their operation than do the usual forms of fixed visual signals.

ANNUAL CONVENTION OF NATIONAL RAILWAY COMMISSIONERS.

The Twenty-second Annual Convention of the National Association of Railway Commissioners was held in the rooms of the Commission at Washington, November 15-17, 1910. The attendance was good and the sessions were marked by an increased interest in the proceedings. The reports of committees received careful attention, especially those relating to the following subjects, viz, "Legislation," "Rates and rate making," and "Valuation of railway property," each of which contains valuable suggestions. Copies of the published proceedings will be furnished to the Members of Congress.

All of which is respectfully submitted.

MARTIN A. KNAPP.

JUDSON C. CLEMENTS.

CHARLES A. PROUTY.

FRANCIS M. COCKRELL.

FRANKLIN K. LANE.

EDGAR E. CLARK.

JAMES S. HARLAN.

APPENDIX A.

STATEMENT OF APPROPRIATION AND EXPENDITURES
AND OF PERSONS EMPLOYED BY THE
COMMISSION, 1910.

STATEMENT OF APPROPRIATION AND EXPENDITURES AND OF PERSONS EMPLOYED BY THE COMMISSION.

STATEMENT OF APPROPRIATION AND AGGREGATE EXPENDITURES FOR THE INTERSTATE COMMERCE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1910.

Sundry civil act, Mar. 4, 1909.—For salaries of commissioners, as provided by the “act to regulate commerce”-----	\$70,000.00	
For salary of secretary-----	5,000.00	
		\$75,000.00
Sundry civil act, Mar. 4, 1909.—For all other necessary expenditures to enable the Commission to give effect to and execute the provisions of the “act to regulate commerce”----		800,000.00
To further enable the Interstate Commerce Commission to enforce compliance with section 20 of the “act to regulate commerce,” as amended by the act approved June 29, 1906, including the employment of necessary special agents or examiners--		350,000.00
To enable the Interstate Commerce Commission to keep informed regarding compliance with the “act to promote the safety of employees and travelers upon railroads,” approved Mar. 2, 1893, and to enforce the requirements of the said act-----		110,000.00
To enable the Interstate Commerce Commission to investigate in regard to the use and necessity for block-signal systems and appliances for the automatic control of railway trains-----		50,000.00
Total -----		<u>1,385,000.00</u>

Amounts expended under appropriations for the fiscal year ending June 30, 1910:

As salaries to commissioners and secretary----	\$75,000.00	
All other necessary expenditures-----	698,347.12	
Examination of accounts, act approved June 29, 1906-----	259,140.30	
Safety-appliance act, approved Mar. 2, 1893----	105,625.85	
Block signal and train control-----	25,223.70	
Total -----		1,163,336.97
Unexpended balance of appropriations, June 30, 1910:		
All other necessary expenditures-----	\$101,652.88	
Examination of accounts, act approved June 29, 1906-----	90,859.70	
Safety-appliance act, approved Mar. 2, 1893----	4,374.15	
Block signal and train control-----	24,776.30	
Total -----		<u>221,663.03</u>
		1,385,000.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30, 1910.

Names.	Offic.	Whence appointed.	Time employed.	Salary per annum.
John M. Jones.....	Chief of bureau of tariffs.	Georgia.....	1 year.....	\$3,900.00
John H. Marble.....	Attorney.....	California.....	do.....	3,900.00
Patrick J. Farrell.....	do.....	Vermont.....	do.....	3,900.00
Luther M. Walter.....	do.....	Kentucky.....	6 months, 10 days...	3,900.00
Lewellyn A. Shaver.....	Solicitor.....	Alabama.....	10 months.....	3,600.00
George N. Brown.....	Attorney.....	Illinois.....	11 months.....	2,820.00
Do.....	do.....	do.....	1 month.....	3,600.00
William E. Lamb.....	do.....	Iowa.....	1 year.....	3,120.00
William H. Connolly.....	Chief clerk.....	North Dakota.....	do.....	2,880.00
James Edgar Smith.....	Attorney.....	District of Columbia...	do.....	2,820.00
Frank Lyon.....	do.....	Virginia.....	do.....	2,820.00
Walter E. McCormack.....	do.....	Illinois.....	do.....	2,820.00
Albert H. Lossow.....	do.....	Minnesota.....	do.....	2,820.00
Charles F. Gerry.....	do.....	Maryland.....	do.....	2,820.00
C. R. Hillyer.....	do.....	Florida.....	do.....	2,820.00
Silas H. Smith.....	Chief special agent...	Kentucky.....	do.....	2,820.00
H. S. Milstead.....	Disbursing clerk.....	Virginia.....	do.....	2,760.00
Walter E. Burleigh.....	Assistant statistician...	New Hampshire.....	do.....	2,760.00
George T. Roberts.....	Assistant auditor.....	Vermont.....	do.....	2,520.00
Harry C. Eddy.....	Special agent.....	Virginia.....	do.....	2,520.00
J. Howard Fishback.....	Chief of division.....	District of Columbia...	do.....	2,400.00
Raymond Loranz.....	do.....	Iowa.....	do.....	2,400.00
S. L. Lupton.....	Assistant to director...	Virginia.....	do.....	2,400.00
Ward Prouty.....	Confidential clerk.....	Vermont.....	do.....	2,400.00
Allen V. Cockrell.....	do.....	Missouri.....	do.....	2,400.00
John S. Burchmore.....	do.....	Illinois.....	do.....	2,400.00
Ross D. Rynder.....	do.....	Pennsylvania.....	do.....	2,400.00
Allan P. Matthew.....	do.....	California.....	do.....	2,400.00
Arthur R. Mackley.....	do.....	Ohio.....	do.....	2,400.00
George S. Gibson.....	do.....	Alabama.....	do.....	2,400.00
Henry Talbott.....	Law clerk.....	Illinois.....	do.....	2,400.00
Livingston Vann.....	do.....	Florida.....	do.....	2,400.00
Samuel W. Briggs.....	do.....	Iowa.....	do.....	2,100.00
Edward L. Pugh.....	Senior clerk.....	Alabama.....	do.....	2,100.00
George M. Crosland.....	do.....	South Carolina.....	do.....	2,100.00
W. A. Ryan.....	Special agent.....	New York.....	do.....	2,100.00
John J. McAuliffe.....	Official stenographer...	District of Columbia...	11 months, 7 days...	2,100.00
Robert F. McMillan.....	Senior clerk.....	Indiana.....	1 year.....	1,980.00
Alfred Holmead.....	do.....	District of Columbia...	do.....	1,980.00
Jack F. Moss.....	do.....	Mississippi.....	do.....	1,980.00
James H. Dorman, jr.....	do.....	Kentucky.....	do.....	1,980.00
Charles N. Brady.....	Special agent.....	Vermont.....	do.....	1,980.00
Robert G. Batten.....	Senior clerk.....	Georgia.....	do.....	1,860.00
Bloom D. Chapman.....	do.....	New York.....	do.....	1,860.00
Daniel M. Wood.....	do.....	do.....	do.....	1,860.00
Thomas Jackson.....	do.....	do.....	do.....	1,860.00
Duncan L. Richmond.....	do.....	District of Columbia...	do.....	1,860.00
James L. Murphy.....	do.....	Louisiana.....	do.....	1,860.00
Leonard E. Schellberg.....	do.....	Hawaii.....	do.....	1,860.00
J. E. Archer.....	Chief inspector.....	Texas.....	do.....	1,860.00
John E. Holliday.....	Cashier.....	Illinois.....	do.....	1,860.00
Eugene L. Gaddess.....	Law clerk.....	Virginia.....	do.....	1,860.00
C. R. Marshall.....	Special agent.....	District of Columbia...	do.....	1,860.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
John J. Hickey.....	Special agent.....	New York.....	1 year.....	\$1,860.00
Thomas P. Riley.....	do.....	New Jersey.....	6 months, 8 days.....	1,860.00
Lawrence B. Johnson..	do.....	North Carolina.....	5 months, 11 days...	1,860.00
Ernak W. Arnold.....	do.....	Illinois.....	5 months.....	1,860.00
Frank C. Stratton.....	Clerk.....	Kansas.....	1 year.....	1,740.00
Mendon Wood.....	Printing clerk.....	New Jersey.....	11½ months, 10 days..	1,740.00
Harry C. Robinson.....	Clerk.....	Vermont.....	1 year.....	1,620.00
Edward M. Graney.....	do.....	New York.....	do.....	1,620.00
William A. King.....	do.....	do.....	do.....	1,620.00
William McCambridge..	do.....	Illinois.....	do.....	1,620.00
John S. Walker.....	do.....	Iowa.....	do.....	1,620.00
George Q. Houlehan.....	do.....	Maine.....	do.....	1,620.00
Richmond F. Bingham..	do.....	New Hampshire.....	do.....	1,620.00
John H. Nelson.....	do.....	Virginia.....	do.....	1,620.00
Wilbur H. Peter.....	do.....	Tennessee.....	do.....	1,620.00
Archibald H. Morrow..	do.....	Oregon.....	do.....	1,620.00
James R. Pipes.....	do.....	West Virginia.....	do.....	1,620.00
Lorin C. Nelson.....	do.....	North Dakota.....	do.....	1,620.00
Abram P. Worthington..	do.....	Ohio.....	do.....	1,620.00
John J. Crowley.....	do.....	do.....	do.....	1,620.00
Richard V. Pitt.....	do.....	Virginia.....	do.....	1,620.00
Paul E. Huettner.....	do.....	Tennessee.....	do.....	1,620.00
Frank W. White.....	do.....	Illinois.....	do.....	1,620.00
John C. Dyer.....	do.....	Ohio.....	do.....	1,620.00
Oramel P. Walker.....	do.....	Massachusetts.....	do.....	1,620.00
Andrew J. Hartman....	do.....	Ohio.....	do.....	1,620.00
Harry T. Darr.....	do.....	Kansas.....	do.....	1,620.00
Jean Paul Muller.....	do.....	Maryland.....	do.....	1,620.00
I. P. Henderson.....	do.....	Georgia.....	11½ months, 10½ days..	1,620.00
Hal M. Remington.....	do.....	Michigan.....	10 months.....	1,500.00
Do.....	do.....	do.....	2 months.....	1,620.00
Ervin C. Bowen.....	do.....	District of Columbia..	10 months.....	1,620.00
Montgomery Cumming..	do.....	Georgia.....	1 year.....	1,500.00
James C. Jemison.....	do.....	Delaware.....	do.....	1,500.00
Herman Felter.....	do.....	Kentucky.....	do.....	1,500.00
John F. Dwyer.....	do.....	Massachusetts.....	do.....	1,500.00
Henry E. Kondrup.....	do.....	District of Columbia..	do.....	1,500.00
Leroy Stafford Boyd....	do.....	Louisiana.....	do.....	1,500.00
John M. Gitterman.....	do.....	New York.....	do.....	1,500.00
Carlton R. Willett.....	do.....	Texas.....	do.....	1,500.00
Pearson F. Marsh.....	do.....	Ohio.....	do.....	1,500.00
Herbert W. Archer.....	do.....	New York.....	do.....	1,500.00
Roscoe C. Campbell.....	do.....	Pennsylvania.....	do.....	1,500.00
Ernest S. Hobbs.....	do.....	Illinois.....	do.....	1,500.00
Charles H. Wolfram.....	do.....	Maryland.....	do.....	1,500.00
Arthur H. Ferguson.....	do.....	New York.....	do.....	1,500.00
Spencer E. Burk.....	do.....	Illinois.....	do.....	1,500.00
Orin Davis.....	do.....	Texas.....	do.....	1,500.00
A. M. Chreitzberg.....	do.....	South Carolina.....	do.....	1,500.00
Nelson B. Bell.....	do.....	Porto Rico.....	do.....	1,500.00
Louis I. Doyle.....	do.....	District of Columbia..	do.....	1,500.00
Arthur A. Topping.....	do.....	New York.....	do.....	1,500.00
George Banks McGinty..	do.....	Georgia.....	do.....	1,500.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
G. P. Boyle.....	Clerk.....	Alabama.....	1 year.....	\$1,500.00
J. Ward Elcher.....	do.....	Pennsylvania.....	do.....	1,500.00
Harry H. Little.....	do.....	Oklahoma.....	do.....	1,500.00
Hampton W. Riley.....	do.....	Porto Rico.....	do.....	1,500.00
Harry S. Garner.....	do.....	Pennsylvania.....	11½ months, 14 days..	1,500.00
R. Wirt Washington.....	do.....	Virginia.....	11½ months, 10½ days..	1,500.00
Charles M. Bardwell.....	Junior clerk.....	Minnesota.....	7½ months.....	1,320.00
Do.....	Clerk.....	do.....	4½ months.....	1,500.00
Hart P. Grigsby.....	Junior clerk.....	Kentucky.....	8 months.....	1,320.00
Do.....	Clerk.....	do.....	4 months.....	1,500.00
Gordon Payne.....	Junior clerk.....	Nevada.....	6 months.....	1,200.00
Do.....	Clerk.....	do.....	do.....	1,500.00
Charles D. Tedrow.....	Junior clerk.....	Kentucky.....	9½ months, 14 days..	1,320.00
Do.....	Clerk.....	do.....	2 months.....	1,500.00
George F. Graham, jr.....	Junior clerk.....	District of Columbia..	9 months.....	1,260.00
Do.....	Clerk.....	do.....	3 months.....	1,500.00
John C. C. Patterson.....	do.....	Maryland.....	10 months.....	1,500.00
J. Chester Wilfong.....	do.....	do.....	6 months.....	1,500.00
Will L. Lloyd.....	Special agent.....	New York.....	1 year.....	1,500.00
Hugo Oberg.....	Clerk.....	New Jersey.....	8 months.....	1,500.00
Do.....	Special agent.....	do.....	4 months.....	1,500.00
Herbert S. Metcalf.....	Junior clerk.....	Illinois.....	8 months.....	1,320.00
Do.....	Special agent.....	do.....	4 months.....	1,500.00
Rumsey N. Trezise.....	Junior clerk.....	Kansas.....	8 months.....	1,200.00
Do.....	Special agent.....	do.....	4 months.....	1,500.00
Michael Hays Perry.....	Junior clerk.....	New Jersey.....	1 year.....	1,400.00
Jesse D. Newton.....	do.....	Iowa.....	do.....	1,400.00
Henry A. Dwight.....	do.....	do.....	do.....	1,400.00
James S. Fitzhugh.....	do.....	Texas.....	do.....	1,400.00
Robert E. Lewis.....	do.....	District of Columbia..	do.....	1,400.00
Edw. B. Blizzard.....	do.....	West Virginia.....	do.....	1,400.00
John H. Tilton.....	do.....	New Jersey.....	do.....	1,400.00
George O. Boal.....	do.....	Pennsylvania.....	do.....	1,400.00
Samuel D. Sterne.....	do.....	Iowa.....	do.....	1,400.00
Charles S. Rockwood.....	do.....	Massachusetts.....	do.....	1,400.00
J. Newton Baker.....	do.....	Iowa.....	do.....	1,400.00
Harry Murray.....	do.....	Missouri.....	do.....	1,400.00
John A. Shearer.....	do.....	Pennsylvania.....	9½ months, 11½ days..	1,400.00
Charles A. Heiss.....	do.....	do.....	1 year.....	1,380.00
James H. Lewis.....	do.....	District of Columbia..	do.....	1,380.00
John J. Quill.....	do.....	Ohio.....	11 months.....	1,380.00
Henry C. Wilson.....	do.....	Iowa.....	9 months.....	1,200.00
Do.....	do.....	do.....	3 months.....	1,380.00
William P. Pavin.....	Temporary inspector..	Illinois.....	5½ months, 3 days..	1,320.00
Do.....	Inspector.....	do.....	2½ months, 1 day.....	1,380.00
Archibald H. Davis.....	Junior clerk.....	North Carolina.....	1 year.....	1,320.00
Charles H. Young.....	do.....	Missouri.....	do.....	1,320.00
Zeb. Vance Harris.....	do.....	North Carolina.....	do.....	1,320.00
George I. Thomas.....	do.....	Georgia.....	do.....	1,320.00
William F. Craig.....	do.....	Pennsylvania.....	do.....	1,320.00
William C. Swain.....	do.....	District of Columbia..	do.....	1,320.00
John H. Anderson.....	do.....	Indiana.....	do.....	1,320.00
Walter W. Scott.....	do.....	Virginia.....	do.....	1,320.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
A. M. Hartsfield.....	Junior clerk.....	Georgia.....	1 year.....	\$1,320.00
John C. Leger.....	do.....	Mississippi.....	do.....	1,320.00
George A. Patteys.....	do.....	Illinois.....	do.....	1,320.00
Arthur F. Rudolph.....	do.....	South Dakota.....	do.....	1,320.00
Andrew Denham.....	do.....	Florida.....	do.....	1,320.00
Daniel L. Ferdon.....	do.....	New Jersey.....	do.....	1,320.00
Charles F. Yauch.....	do.....	Ohio.....	do.....	1,320.00
J. H. Nall.....	do.....	Georgia.....	do.....	1,320.00
William A. Cox.....	do.....	Tennessee.....	do.....	1,320.00
William P. Bartel.....	do.....	Wisconsin.....	do.....	1,320.00
Joseph S. Moss.....	do.....	Vermont.....	do.....	1,320.00
Alexander G. Fortier.....	do.....	Massachusetts.....	do.....	1,320.00
George D. Gamble.....	do.....	New Jersey.....	do.....	1,320.00
John A. Glessner.....	do.....	Pennsylvania.....	do.....	1,320.00
Jonas E. Clark.....	do.....	Kansas.....	do.....	1,320.00
John M. Millner.....	do.....	Ohio.....	do.....	1,320.00
Oscar C. Brohough.....	do.....	Minnesota.....	do.....	1,320.00
William J. Flood.....	do.....	Indiana.....	do.....	1,320.00
Frederic N. Clark.....	do.....	Michigan.....	do.....	1,320.00
Seth Bohmanson.....	do.....	California.....	do.....	1,320.00
James S. Payne.....	do.....	Pennsylvania.....	11½ months, 14 days.....	1,320.00
John P. McGrath.....	do.....	Massachusetts.....	4 months.....	1,200.00
Do.....	do.....	do.....	8 months.....	1,320.00
Mark H. Greenwald.....	do.....	do.....	2 months.....	1,200.00
Do.....	do.....	do.....	6 months.....	1,260.00
Do.....	do.....	do.....	4 months.....	1,320.00
Richard T. Eddy.....	do.....	California.....	6½ months.....	1,200.00
Do.....	do.....	do.....	5½ months.....	1,320.00
Herman J. Lange.....	do.....	Minnesota.....	8 months.....	1,200.00
Do.....	do.....	do.....	4 months.....	1,320.00
Ralph Koontz.....	do.....	Ohio.....	9 months.....	1,200.00
Do.....	do.....	do.....	3 months.....	1,320.00
Robert S. Pierson.....	do.....	Hawaii.....	10 months.....	1,200.00
Do.....	do.....	do.....	2 months.....	1,320.00
Samuel E. Hutton.....	do.....	Ohio.....	10 months.....	1,200.00
Do.....	do.....	do.....	2 months.....	1,320.00
John H. Howell, jr.....	do.....	District of Columbia.....	10 months.....	1,200.00
Do.....	do.....	do.....	2 months.....	1,320.00
Robert T. Tedrow.....	Under clerk.....	Kentucky.....	4½ months.....	1,080.00
Do.....	Junior clerk.....	do.....	3 months.....	1,200.00
Do.....	do.....	do.....	4½ months.....	1,320.00
Joseph S. de Bettencourt.....	Under clerk.....	Massachusetts.....	4 months.....	1,080.00
Do.....	Junior clerk.....	do.....	4½ months.....	1,200.00
Do.....	do.....	do.....	3½ months.....	1,320.00
Edward Dillon.....	do.....	California.....	10 months.....	1,320.00
Conrad W. Pfrimmer.....	do.....	Indiana.....	8 months, 11 days.....	1,320.00
J. E. Baker.....	do.....	Wisconsin.....	3½ months, 9 days.....	1,320.00
Homer H. McAnelly.....	do.....	Illinois.....	3 months, 2 days.....	1,320.00
Bennet C. Taliaferro.....	do.....	Tennessee.....	1 year.....	1,260.00
Henry J. Conyngton.....	do.....	Texas.....	do.....	1,260.00
J. E. Kidwell.....	do.....	Virginia.....	do.....	1,260.00
William G. Willige.....	do.....	District of Columbia.....	do.....	1,260.00
Frederick E. Heydon.....	do.....	New Jersey.....	do.....	1,260.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
George E. Richards.....	Junior clerk.....	Texas.....	1 year.....	\$1,260.00
Earl W. Wiseman.....	do.....	do.....	do.....	1,260.00
Wilbur Jarvis.....	do.....	Hawaii.....	do.....	1,260.00
John T. Money.....	do.....	Virginia.....	do.....	1,260.00
William A. Disque.....	do.....	Kentucky.....	8 months.....	1,200.00
Do.....	do.....	do.....	4 months.....	1,260.00
Julius H. Parmelee.....	do.....	Connecticut.....	2 months, 11 days.....	1,260.00
George A. Cunningham.....	do.....	Georgia.....	$\frac{1}{2}$ month.....	1,260.00
John B. Lybrook.....	do.....	Virginia.....	1 year.....	1,200.00
W. J. Lester Sis.....	do.....	District of Columbia.....	do.....	1,200.00
Richard F. De Lacy.....	do.....	New York.....	do.....	1,200.00
Clare R. Hughes.....	do.....	Oklahoma.....	do.....	1,200.00
Walter A. McMillan.....	do.....	South Carolina.....	do.....	1,200.00
William T. Parrott.....	do.....	Georgia.....	do.....	1,200.00
Ira B. Conkling.....	do.....	Missouri.....	do.....	1,200.00
A. V. Swanberg.....	do.....	Montana.....	do.....	1,200.00
George H. Koon.....	do.....	Ohio.....	do.....	1,200.00
John A. Munson.....	do.....	Illinois.....	do.....	1,200.00
Print E. Shomette.....	do.....	Mississippi.....	do.....	1,200.00
Edward J. Stowers.....	do.....	Minnesota.....	do.....	1,200.00
Frank C. Larimore.....	do.....	Ohio.....	do.....	1,200.00
T. Wingfield Bullock.....	do.....	Kentucky.....	do.....	1,200.00
Laurence J. McGee.....	do.....	Maryland.....	do.....	1,200.00
Alvin S. Callahan.....	do.....	Texas.....	do.....	1,200.00
Robert S. Campbell.....	do.....	North Carolina.....	do.....	1,200.00
Ernest E. Briscoe.....	do.....	Montana.....	do.....	1,200.00
Frank E. Watson, jr.....	do.....	Wisconsin.....	do.....	1,200.00
Edwin C. Blanchard.....	do.....	Virginia.....	do.....	1,200.00
Isidore J. Schulte.....	do.....	Wisconsin.....	do.....	1,200.00
Frederick F. Ring.....	do.....	Massachusetts.....	do.....	1,200.00
Morris W. Knowlton.....	do.....	Porto Rico.....	do.....	1,200.00
Daniel J. Brown.....	do.....	North Carolina.....	do.....	1,200.00
John W. Davie.....	do.....	Kentucky.....	do.....	1,200.00
Thomas A. Gillis.....	do.....	Pennsylvania.....	do.....	1,200.00
Richard G. Taylor.....	do.....	Minnesota.....	do.....	1,200.00
Thomas L. Stevens.....	do.....	Alabama.....	do.....	1,200.00
George V. Lovering.....	do.....	Massachusetts.....	do.....	1,200.00
Claude E. Koss.....	do.....	District of Columbia.....	do.....	1,200.00
Wilhelm G. Hansen.....	do.....	New Jersey.....	do.....	1,200.00
John H. Halley.....	do.....	Tennessee.....	do.....	1,200.00
Walter T. Wimsatt.....	do.....	Missouri.....	do.....	1,200.00
Robert D. Burbank.....	do.....	Minnesota.....	do.....	1,200.00
John P. Neal.....	do.....	Maryland.....	do.....	1,200.00
Hiram D. Harner.....	do.....	Ohio.....	do.....	1,200.00
Wintemute W. Sloan.....	do.....	New York.....	do.....	1,200.00
Jonah J. Markley.....	do.....	Pennsylvania.....	do.....	1,200.00
William S. Gaeng.....	do.....	District of Columbia.....	do.....	1,200.00
Jacob H. Moore.....	do.....	New York.....	do.....	1,200.00
Charles T. Schwegler.....	do.....	Missouri.....	do.....	1,200.00
Walter R. Gallaher.....	do.....	Tennessee.....	do.....	1,200.00
Charles J. Gardner.....	do.....	West Virginia.....	do.....	1,200.00
Morton T. May.....	do.....	Ohio.....	do.....	1,200.00
Butler B. Hare.....	do.....	South Carolina.....	do.....	1,200.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
Frederick H. Hoban, jr.	Junior clerk	South Carolina	1 year	\$1,200.00
Thomas H. Fegan	do	Virginia	do	1,200.00
Frank T. Smith, jr.	do	New Jersey	do	1,200.00
Edward J. Taylor	do	District of Columbia	do	1,200.00
Charles F. Smith	do	Colorado	do	1,200.00
Lloyd W. Biddle	do	West Virginia	do	1,200.00
Frank C. Weems	do	Maryland	do	1,200.00
Ollie M. Butler	do	Texas	do	1,200.00
William C. O'Leary	do	New Hampshire	do	1,200.00
George E. Bequette	do	Missouri	do	1,200.00
Paul E. Bradley	do	do	do	1,200.00
Lawrence A. Pyle	do	Maryland	do	1,200.00
George F. Goggin	do	Massachusetts	do	1,200.00
Quince D. Heltzel	do	Kansas	do	1,200.00
Charles E. McCoy	do	District of Columbia	do	1,200.00
H. Eugene Wassell	do	Illinois	11½ months, 13 days	1,200.00
John M. Stirewalt	Under clerk	Virginia	2 months	1,080.00
Do	Junior clerk	do	10 months	1,200.00
John B. Switzer	Under clerk	West Virginia	2 months	1,020.00
Do	Junior clerk	do	10 months	1,200.00
Otis Beall Kent	do	Massachusetts	11½ months, 5½ days	1,200.00
Arven M. Kiesling	Under clerk	Tennessee	2 months	1,080.00
Do	Junior clerk	do	9½ months, 10 days	1,200.00
Harry L. Brooks	Under clerk	Mississippi	1½ months	900.00
Do	Junior clerk	do	10½ months	1,200.00
Fred H. Smerbitz	Under clerk	District of Columbia	4½ months	1,080.00
Do	Junior clerk	do	7½ months	1,200.00
William J. Koebel	Under clerk	Pennsylvania	do	1,080.00
Do	Junior clerk	do	4½ months	1,200.00
John J. Sullivan	Under clerk	Massachusetts	8½ months	1,080.00
Do	Junior clerk	do	3½ months	1,200.00
Howard A. Treat	Under clerk	Minnesota	6½ months	1,020.00
Do	Junior clerk	do	5½ months	1,200.00
Frederick H. Flinn	Under clerk	Massachusetts	9 months	1,080.00
Do	Junior clerk	do	3 months	1,200.00
Lawrence Klare	Under clerk	Mississippi	10 months	1,080.00
Do	Junior clerk	do	2 months	1,200.00
Edward F. Spethmann	Under clerk	Nebraska	7½ months, 14½ days	1,020.00
Do	Junior clerk	do	4 months	1,200.00
William H. Drayton	do	South Carolina	10½ months	1,200.00
Wm. M. Feigenbaum	do	New York	10 months	1,200.00
Clarence N. Callender	do	Pennsylvania	do	1,200.00
Louis D. Scisco	do	New York	9½ months, 14 days	1,200.00
McGill Conner	do	Tennessee	9½ months, 2 days	1,200.00
W. H. Reynolds	do	Maryland	9 months, 2 days	1,200.00
William S. Curry	do	Ohio	9 months	1,200.00
Eugene Merritt	do	New York	8½ months, 7 days	1,200.00
Frederick R. Eddy	do	do	7½ months, 2 days	1,200.00
Robert R. Brott	do	District of Columbia	do	1,200.00
Rexford L. Holmes	do	Missouri	6 months, 4 days	1,200.00
Alexander Jameson	do	Pennsylvania	6 months	1,200.00
J. C. Harraman	do	Ohio	4½ months	1,200.00
William S. Hardesty	do	Indiana	do	1,200.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
Henry A. Works.....	Junior clerk.....	New York.....	4 months, 9 days.....	\$1, 200. 00
Wm. M. C. Cheseldine.....	do.....	District of Columbia.....	3½ months, 9 days.....	1, 200. 00
Norris C. Reed.....	do.....	Kentucky.....	3½ months.....	1, 200. 00
John G. Dunlop.....	do.....	Wisconsin.....	3 months, 10 days.....	1, 200. 00
Herman F. Chapman.....	do.....	South Dakota.....	2½ months.....	1, 200. 00
Clarence L. Kaulbeck.....	do.....	Pennsylvania.....	2 months, 6 days.....	1, 200. 00
Thomas P. Larkin.....	do.....	do.....	do.....	1, 200. 00
John Murphy.....	do.....	New York.....	do.....	1, 200. 00
Herbert L. Wick.....	do.....	Illinois.....	2 months, 3 days.....	1, 200. 00
George B. Edwards.....	do.....	Porto Rico.....	2 months.....	1, 200. 00
Richard H. Gray.....	do.....	Maryland.....	1½ months, 14 days.....	1, 200. 00
William A. Stroup.....	do.....	Indiana.....	do.....	1, 200. 00
William W. Buck.....	do.....	Connecticut.....	do.....	1, 200. 00
Daniel S. Van Buskirk.....	do.....	New York.....	do.....	1, 200. 00
Arthur S. Wilson.....	do.....	Tennessee.....	1½ months, 12 days.....	1, 200. 00
Chas. W. Tillinghast.....	do.....	California.....	1½ months, 10 days.....	1, 200. 00
John Calvin Griffin.....	do.....	New York.....	1½ months, 8 days.....	1, 200. 00
John F. Smith.....	do.....	do.....	1½ months.....	1, 200. 00
Floyd G. Divine.....	do.....	Colorado.....	1 month, 12 days.....	1, 200. 00
Robert H. Turner.....	do.....	Virginia.....	1 month, 5 days.....	1, 200. 00
Charles E. Anderson.....	do.....	Mississippi.....	1 month, 3 days.....	1, 200. 00
William A. Powers.....	do.....	New Jersey.....	½ month, 1 day.....	1, 200. 00
Edwin W. Davis.....	do.....	Illinois.....	14 days.....	1, 200. 00
Albert F. Clow.....	do.....	New Jersey.....	11 days.....	1, 200. 00
Samuel D. Schindler.....	Under clerk.....	District of Columbia.....	1 year.....	1, 080. 00
George A. Casey.....	do.....	Massachusetts.....	do.....	1, 080. 00
Edgar M. Ebert.....	do.....	District of Columbia.....	2 months.....	1, 020. 00
Do.....	do.....	do.....	10 months.....	1, 080. 00
G. Heard Mattingly.....	do.....	do.....	2 months.....	1, 020. 00
Do.....	do.....	do.....	10 months.....	1, 080. 00
Henry J. Balzer.....	do.....	do.....	2 months.....	1, 020. 00
Do.....	do.....	do.....	10 months.....	1, 080. 00
James W. Ferriter.....	do.....	Minnesota.....	2 months.....	1, 020. 00
Do.....	do.....	do.....	10 months.....	1, 080. 00
Peter C. Paulson.....	do.....	do.....	2 months.....	1, 020. 00
Do.....	do.....	do.....	10 months.....	1, 080. 00
Ralph H. Kimball.....	do.....	Massachusetts.....	2 months.....	1, 020. 00
Do.....	do.....	do.....	10 months.....	1, 080. 00
Robert L. Barnes.....	do.....	Kentucky.....	2 months.....	1, 020. 00
Do.....	do.....	do.....	10 months.....	1, 080. 00
Harrison D. Boyer.....	do.....	Pennsylvania.....	4½ months.....	1, 020. 00
Do.....	do.....	do.....	7½ months.....	1, 080. 00
Frederick E. Brown.....	do.....	Florida.....	7 months, 4 days.....	1, 020. 00
Do.....	do.....	do.....	4½ months.....	1, 080. 00
Charles F. Brown.....	do.....	Indiana.....	7 months, 7 days.....	1, 020. 00
Do.....	do.....	do.....	3½ months.....	1, 080. 00
Louis F. Davis.....	do.....	Porto Rico.....	½ month.....	1, 020. 00
Do.....	do.....	do.....	7½ months.....	1, 080. 00
Thomas Hoffman.....	do.....	Massachusetts.....	4 months.....	1, 020. 00
Do.....	do.....	do.....	2 months, 3 days.....	1, 080. 00
C. W. Kendall.....	do.....	Colorado.....	1 year.....	1, 020. 00
Edward F. Linkins.....	do.....	Virginia.....	do.....	1, 020. 00
Benjamin A. Watts.....	do.....	West Virginia.....	do.....	1, 020. 00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
Karl F. Phillips.....	Under clerk.....	New York.....	1 year.....	\$1,020.00
Morris H. Konigsberg.....	do.....	Georgia.....	do.....	1,020.00
Marshall T. Hyer.....	do.....	Illinois.....	do.....	1,020.00
Bernard J. Heffernan.....	do.....	Rhode Island.....	do.....	1,020.00
Charles E. Cotterill.....	do.....	Michigan.....	do.....	1,020.00
Curtis W. Mitchell.....	do.....	Missouri.....	do.....	1,020.00
Timothy J. McKinnon.....	do.....	New York.....	do.....	1,020.00
Hunter B. Linton.....	do.....	Virginia.....	do.....	1,020.00
Claud B. Simmons.....	do.....	Pennsylvania.....	do.....	1,020.00
Ernest H. Hobbs.....	do.....	do.....	do.....	1,020.00
Jacob W. Schwartz.....	do.....	New York.....	do.....	1,020.00
Frank H. H. Nolte.....	do.....	Ohio.....	do.....	1,020.00
Fred W. Heid.....	do.....	do.....	do.....	1,020.00
Maurice Palais.....	do.....	Massachusetts.....	do.....	1,020.00
Walter S. Stockdale.....	do.....	Ohio.....	do.....	1,020.00
Walter E. Marsh.....	do.....	Massachusetts.....	do.....	1,020.00
Samuel E. Reed.....	do.....	West Virginia.....	do.....	1,020.00
W. M. Edson.....	do.....	Maine.....	do.....	1,020.00
Guy L. Seaman.....	do.....	Missouri.....	do.....	1,020.00
William Conyngton.....	do.....	Oklahoma.....	11½ months, 14 days.....	1,020.00
Ernest M. Corey.....	do.....	New York.....	11½ months, 13½ days.....	1,020.00
Clarence E. Snell.....	do.....	Missouri.....	11½ months, 10½ days.....	1,020.00
James O. Tolbert.....	do.....	Iowa.....	2 months.....	900.00
Do.....	do.....	do.....	10 months.....	1,020.00
Davis S. Brooks.....	do.....	District of Columbia.....	2 months.....	900.00
Do.....	do.....	do.....	10 months.....	1,020.00
Adam G. Bishop.....	do.....	Missouri.....	11½ months.....	1,020.00
Asher H. Leatherman.....	do.....	Pennsylvania.....	11 months.....	1,020.00
A. J. Glossa.....	do.....	Massachusetts.....	10½ months, 2 days.....	1,020.00
James F. McNeely.....	do.....	Wisconsin.....	10½ months.....	1,020.00
Ellis F. Wilson.....	do.....	New York.....	9 months, 4 days.....	1,020.00
Truman J. Mead.....	do.....	Michigan.....	8 months, 13 days.....	1,020.00
Joe N. Bourne.....	do.....	Iowa.....	8 months.....	1,020.00
Harold A. Kluge.....	Messenger boy.....	Pennsylvania.....	4½ months.....	480.00
Do.....	Messenger.....	do.....	5½ months.....	720.00
Do.....	Under clerk.....	do.....	2 months.....	1,020.00
Herman J. Marks.....	do.....	do.....	6 months.....	1,020.00
Roland M. Brown.....	do.....	Delaware.....	5½ months, 12 days.....	1,020.00
Edward R. Sterling.....	do.....	Ohio.....	do.....	1,020.00
Robert B. Lilley.....	do.....	Minnesota.....	do.....	1,020.00
Ralph E. Fleischer.....	do.....	New York.....	5½ months, 11 days.....	1,020.00
Norman B. Haley.....	do.....	Maine.....	5½ months, 8 days.....	1,020.00
Earle W. Bascom.....	do.....	Massachusetts.....	2 months.....	900.00
Do.....	do.....	do.....	4 months.....	1,020.00
John P. McCarthy.....	do.....	do.....	5½ months, 6 days.....	1,020.00
Arja Morgan.....	do.....	Pennsylvania.....	5½ months, 1 day.....	1,020.00
Jeremiah P. Kelley.....	do.....	Rhode Island.....	5 months, 11 days.....	1,020.00
Eugene E. Moyer.....	do.....	Pennsylvania.....	do.....	1,020.00
Robert L. Morgenweck.....	do.....	New Jersey.....	do.....	1,020.00
Gustavus B. Spence.....	do.....	Massachusetts.....	5 months, 6 days.....	1,020.00
Eugene Frankel.....	do.....	North Dakota.....	4 months, 14 days.....	1,020.00
Mark A. Hall.....	do.....	Iowa.....	4 months, 3 days.....	1,020.00
Winfield S. Byars.....	do.....	Illinois.....	4 months.....	1,020.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
Edward J. Murphy....	Under clerk.....	Maine.....	4 months	\$1,020.00
C. S. Cunningham.....	do.....	Tennessee.....	do.....	1,020.00
Zenith W. Scott.....	do.....	Indiana.....	3½ months, 9 days ..	1,020.00
Edward F. Henry.....	do.....	Minnesota.....	3½ months, 8 days ..	1,020.00
John B. Keeler.....	do.....	Connecticut.....	3½ months, 6 days ..	1,020.00
Eugene McGovern.....	do.....	New York.....	3½ months, 2 days ..	1,020.00
Michael L. Stoneham....	do.....	do.....	3½ months.....	1,020.00
Henry M. Vance.....	do.....	Oklahoma.....	3 months, 10 days ..	1,020.00
Dwight J. Morey.....	do.....	Connecticut.....	do.....	1,020.00
William M. Pendell.....	do.....	New York.....	2½ months, 10 days ..	1,020.00
Michael A. Mulshine....	do.....	do.....	2½ months, 9 days ..	1,020.00
George H. Mansfield....	do.....	Ohio.....	2 months, 3 days ..	1,020.00
James L. Dawson.....	do.....	Massachusetts.....	1 month, 6 days ..	1,020.00
Adrian de Bruyn Kops....	do.....	Missouri.....	do.....	1,020.00
Walter W. Thorne.....	do.....	Massachusetts.....	½ month, 11 days ..	1,020.00
Charles B. Barton.....	do.....	Pennsylvania.....	10 days.....	1,020.00
Eugene W. Crouch.....	do.....	South Carolina.....	6 days.....	1,020.00
Charles F. Ford.....	Skilled laborer.....	New York.....	1 year.....	1,020.00
Charles F. Forsyth.....	do.....	Iowa.....	do.....	1,020.00
Joseph L. Godwin.....	Under clerk.....	Virginia.....	do.....	900.00
James J. M. O'Leary....	do.....	West Virginia.....	do.....	900.00
Edgar Bittinger.....	Messenger.....	Pennsylvania.....	1 month.....	720.00
Do.....	Under clerk.....	do.....	11 months.....	900.00
Stanley R. De Pue.....	Messenger.....	do.....	1 month.....	660.00
Do.....	Under clerk.....	do.....	11 months.....	900.00
G. Philip Werner.....	do.....	Illinois.....	10 months.....	900.00
Charles M. Van Vleck....	do.....	Iowa.....	9 months, 11 days ..	900.00
Heyman S. Winnecour....	do.....	Wisconsin.....	8½ months.....	900.00
Carl M. Stanley.....	do.....	Iowa.....	5½ months, 13 days ..	900.00
Herbert G. Elfstrand....	do.....	Illinois.....	5 months, 7 days ..	900.00
Andrew C. Wilkins.....	do.....	do.....	5 months.....	900.00
George M. Rothaug.....	do.....	New York.....	4 months, 5 days ..	900.00
Sterling V. Mead.....	do.....	Kansas.....	3½ months.....	900.00
Leroy H. Holbrook.....	do.....	California.....	3 months, 3 days ..	900.00
Bert H. Wise.....	do.....	Iowa.....	2½ months, 4 days ..	900.00
E. F. Hayward.....	Telephone operator....	District of Columbia..	1 year.....	840.00
Joseph J. Harvey.....	Skilled laborer.....	do.....	do.....	840.00
Lester L. Eppard.....	Messenger.....	Virginia.....	do.....	720.00
William J. Cady.....	do.....	Kentucky.....	do.....	720.00
Frank M. Hall.....	do.....	Pennsylvania.....	4½ months, 1 day ..	720.00
Gates G. Rapp.....	do.....	do.....	1 month, 6 days ..	720.00
Thomas H. Robinson....	Classified laborer....	District of Columbia..	1 year.....	720.00
Daniel W. Moore.....	Watchman.....	Alabama.....	do.....	720.00
William T. Conray.....	do.....	District of Columbia..	do.....	720.00
Wesley S. Porter.....	do.....	Mississippi.....	do.....	720.00
Frank J. Spellman.....	do.....	Louisiana.....	do.....	720.00
Ulysses G. Thompson....	do.....	Alabama.....	do.....	720.00
Clarence O. L. Garrett..	do.....	Mississippi.....	10 months, 1 day ..	720.00
Kenneth E. Biffin.....	Messenger.....	Maryland.....	1 year.....	660.00
James P. O'Connor.....	Messenger boy.....	District of Columbia..	1 month.....	480.00
Do.....	Messenger.....	do.....	11 months.....	660.00
George E. Proudley.....	Messenger boy.....	Illinois.....	2 months.....	420.00
Do.....	Messenger.....	do.....	10 months.....	660.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
Julius E. Morcock.....	Messenger boy.....	Georgia.....	10½ months.....	\$420.00
Do.....	Messenger.....	do.....	1½ months.....	660.00
Alexander Macallister.....	Skilled laborer.....	New York.....	4½ months, 9 days..	660.00
William R. Brennan.....	Messenger.....	Wisconsin.....	1 year.....	600.00
George T. Ward.....	Classified laborer.....	District of Columbia..	do.....	600.00
Henry Cissel.....	Foreman laborer.....	do.....	do.....	600.00
James A. Dove.....	Unskilled laborer.....	do.....	do.....	600.00
Cary A. Johnson.....	do.....	do.....	do.....	600.00
Robert H. Wilkinson.....	do.....	do.....	do.....	600.00
Daniel W. Brooks.....	do.....	do.....	do.....	600.00
Todd Mozee.....	do.....	Illinois.....	do.....	600.00
Nelson Arnold.....	do.....	North Carolina.....	do.....	600.00
Walter C. Blount.....	do.....	do.....	do.....	600.00
William Beckley.....	do.....	Virginia.....	do.....	600.00
James J. Smith.....	do.....	District of Columbia..	do.....	600.00
Samuel Reynolds.....	do.....	Virginia.....	do.....	600.00
Rollie Gooden.....	do.....	do.....	11½ months, 14½ days	600.00
Frank A. Fisher.....	do.....	District of Columbia..	11½ months, 14 days..	600.00
William E. Hayes.....	do.....	do.....	do.....	600.00
Daniel E. Brewer.....	do.....	Maryland.....	11½ months, 6 days..	600.00
Franklin E. Dove.....	do.....	District of Columbia..	6½ months, 6 days..	600.00
Harry J. Barnholt.....	Messenger boy.....	Pennsylvania.....	1 year.....	480.00
R. Rapley Cheshire.....	do.....	Georgia.....	do.....	480.00
William A. Kane.....	do.....	New Jersey.....	do.....	480.00
James E. McMullin.....	do.....	Virginia.....	do.....	480.00
William A. Kilerlane.....	do.....	New York.....	do.....	480.00
Francis H. Espey.....	do.....	Maryland.....	2 months.....	420.00
Do.....	do.....	do.....	10 months.....	480.00
Mitchell R. Collins.....	do.....	North Carolina.....	2 months.....	420.00
Do.....	do.....	do.....	10 months.....	480.00
George McCauley.....	do.....	Kentucky.....	9 months, 8 days..	480.00
Leon D. Lamb.....	do.....	Ohio.....	5½ months, 3½ days..	480.00
Edward L. Cooley.....	do.....	New York.....	1 year.....	420.00
Jouvenal Fiedler.....	do.....	Maryland.....	do.....	420.00
Thomas Miller.....	do.....	do.....	do.....	420.00
Philip W. Huck.....	do.....	do.....	do.....	420.00
Mack Myers.....	do.....	Virginia.....	do.....	420.00
Wheeler A. Wilson.....	do.....	Georgia.....	do.....	420.00
Charles F. Maloy.....	do.....	Pennsylvania.....	do.....	420.00
Hiram F. Cash.....	do.....	Michigan.....	do.....	420.00
William A. Hans.....	do.....	New York.....	do.....	420.00
Arthur A. McNerney.....	do.....	Pennsylvania.....	do.....	420.00
Harry V. Rouse.....	do.....	Virginia.....	do.....	420.00
George L. Schatz.....	do.....	Colorado.....	do.....	420.00
William A. Walsh.....	do.....	New York.....	do.....	420.00
Byron Gallagher.....	do.....	Massachusetts.....	11½ months, 4½ days..	420.00
Theodore M. Daugherty.....	do.....	Kentucky.....	11½ months.....	420.00
Ralph F. Andrews.....	do.....	Maryland.....	11 months.....	420.00
George A. Corbin.....	do.....	Massachusetts.....	10½ months, 14 days..	420.00
Adolph J. Hildebrand.....	do.....	Indiana.....	10½ months, 6½ days..	420.00
Benjamin Robin.....	do.....	Pennsylvania.....	10 months, 13 days..	420.00
Herbert H. Shinnick.....	do.....	Virginia.....	10 months, 12 days..	420.00
James E. Bragg.....	do.....	Indiana.....	9½ months.....	420.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
Thomas R. Burch.....	Messenger boy.....	Maryland.....	5½ months, 10 days..	\$420.00
Max C. Haskell.....	do.....	Minnesota.....	5½ months.....	420.00
Harvey F. Howard.....	do.....	New Jersey.....	6 months, 6½ days..	420.00
George T. Gibbs.....	do.....	Ohio.....	6 months.....	420.00
Joseph H. Aukward.....	do.....	District of Columbia..	5½ months, 13 days..	420.00
Walter A. Costello.....	do.....	Pennsylvania.....	5½ months, 8 days..	420.00
Joseph D. Denit.....	do.....	District of Columbia..	5 months, 4 days....	420.00
Ignatius L. Stormont.....	do.....	do.....	do.....	420.00
Russell G. Walker.....	do.....	do.....	4½ months, 14 days..	420.00
James R. Morrison.....	do.....	do.....	4 months, 3 days....	420.00
Clinton B. Pennebaker.....	do.....	Kentucky.....	4 months.....	420.00
Lee A. Towers.....	do.....	Maryland.....	3½ months, 2 days....	420.00
Robert L. Hamill.....	do.....	District of Columbia..	2½ months, 12 days..	420.00
Walker M. Bransom.....	do.....	Maryland.....	2 months.....	420.00
Benjamin R. Gist.....	do.....	District of Columbia..	1 month.....	420.00
Harry M. Robertson.....	do.....	Maryland.....	do.....	420.00
Lester A. Marble.....	do.....	District of Columbia..	½ month, 10 days....	420.00
William L. Bresnan.....	do.....	do.....	6 days.....	420.00
Mary J. Glass.....	Unskilled laborer.....	North Carolina.....	1 year.....	240.00
Maggie V. Jackson.....	do.....	District of Columbia..	do.....	240.00
Katie S. Robinson.....	do.....	do.....	do.....	240.00
Ida E. Smith.....	do.....	do.....	do.....	240.00
Julia Walker.....	do.....	Virginia.....	11½ months, 14 days..	240.00
Mary Watson.....	do.....	District of Columbia..	11½ months, 13 days..	240.00
Lillian P. Wiley.....	do.....	do.....	11½ months, 12½ days..	240.00
Esther M. Woodland.....	do.....	do.....	11½ months, 12 days..	240.00
Nannie E. Rollins.....	do.....	do.....	11½ months, 10 days..	240.00
Mary L. Armstrong.....	do.....	Alabama.....	do.....	240.00
Ruth A. Williams.....	do.....	District of Columbia..	11 months, 10 days..	240.00
Sarah G. Hicks.....	do.....	do.....	11 months, 1 day.....	240.00
Sarah E. Bowie.....	do.....	do.....	9 months, 10 days....	240.00
Blanche Saunders.....	do.....	do.....	7½ months, 12 days..	240.00
Mary Dandridge.....	do.....	do.....	7½ months.....	240.00
Mamie Simington.....	do.....	Virginia.....	4 months, 9 days....	240.00
Rosie Brown.....	Temporary unskilled laborer.	do.....	3½ months, 13 days..	240.00
Laura V. Brooklyn.....	do.....	Maryland.....	1 month.....	240.00
Margaret Brown.....	do.....	District of Columbia..	do.....	240.00
Cora E. Pollard.....	do.....	do.....	½ month, 7 days.....	240.00
Ilenry C. Miller.....	Temporary inspector..	New York.....	1 year.....	1,380.00
Charles F. Blondell.....	do.....	Maryland.....	2 months, 7 days....	1,200.00
John T. Twohey.....	Temporary under clerk	Vermont.....	4½ months, 5 days....	1,020.00
James A. Purcell.....	do.....	District of Columbia..	4½ months, 7 days....	1,020.00
Walter F. Frazier.....	do.....	Pennsylvania.....	4 months, 7 days....	1,020.00
Edgar Morris.....	do.....	South Carolina.....	2 months, 3 days....	1,020.00
Harcourt L. Stevenson.....	do.....	District of Columbia..	1½ months, 8 days....	1,020.00
Fred B. Hoagland.....	do.....	New Jersey.....	1 day.....	1,020.00
Evan L. Jackson.....	do.....	Virginia.....	do.....	1,020.00
Charles E. Gordon.....	do.....	District of Columbia..	10 days.....	900.00
Millard F. Dunn.....	Temporary skilled laborer.	do.....	2 months.....	720.00
Walter T. Ponton.....	Temporary watchman	do.....	1½ months, 5 days....	720.00
Charles A. Lutz.....	Chief examiner.....	Kentucky.....	1 year.....	5,000.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
Clifton F. Balch.....	Examiner.....	Illinois.....	1 year.....	\$3,000.00
James C. Wallace.....	do.....	New York.....	11 months.....	2,700.00
Do.....	do.....	do.....	1 month.....	3,000.00
Fred W. Sweney.....	do.....	Missouri.....	10 months.....	2,400.00
Do.....	do.....	do.....	2 months.....	3,000.00
William C. Wishart.....	do.....	Delaware.....	10 months.....	2,400.00
Do.....	do.....	do.....	2 months.....	3,000.00
George S. Seymour.....	do.....	New York.....	8 months.....	3,000.00
John W. Nokely.....	do.....	Virginia.....	4 months.....	3,000.00
Edward C. Hall.....	do.....	California.....	1 year.....	2,700.00
Thomas F. Darden.....	do.....	New Jersey.....	11 months.....	2,520.00
Do.....	do.....	do.....	1 month.....	2,700.00
William P. Bird.....	do.....	New York.....	1 year.....	2,520.00
W. C. Sanford.....	do.....	Michigan.....	do.....	2,520.00
D. E. Brown.....	do.....	New York.....	11 months.....	2,400.00
Do.....	do.....	do.....	1 month.....	2,520.00
R. H. Snead.....	do.....	Colorado.....	11 months.....	2,220.00
Do.....	do.....	do.....	1 month.....	2,520.00
Thornton M. Niven, jr.....	do.....	New Jersey.....	10 months, 14 days..	2,520.00
James F. Wolfenden.....	do.....	California.....	9 months, 14 days...	2,520.00
Gaston C. Hand.....	do.....	New York.....	5½ months, 5 days...	2,520.00
Albion L. Headburg.....	do.....	Illinois.....	1 month.....	2,520.00
John Cruickshank.....	do.....	Utah.....	9 months.....	2,700.00
Do.....	do.....	do.....	2 months.....	2,400.00
C. V. Conover.....	do.....	Michigan.....	1 year.....	2,400.00
Arnold C. Hansen.....	do.....	New Jersey.....	do.....	2,400.00
Walter V. Wilson.....	do.....	Illinois.....	do.....	2,400.00
George M. Curtis.....	do.....	West Virginia.....	do.....	2,400.00
Edmund R. Stewart.....	do.....	Virginia.....	do.....	2,400.00
Alfred R. Marshall.....	do.....	Massachusetts.....	do.....	2,400.00
Will H. Carleton.....	do.....	Minnesota.....	do.....	2,400.00
Harry L. Mosier.....	do.....	Kentucky.....	do.....	2,400.00
Edwin F. Morgan.....	do.....	Illinois.....	do.....	2,400.00
Frank M. Swacker.....	do.....	Missouri.....	11 months.....	2,220.00
Do.....	do.....	do.....	1 month.....	2,400.00
August G. Guthelm.....	do.....	Massachusetts.....	11 months.....	2,100.00
Do.....	do.....	do.....	1 month.....	2,400.00
Charles V. Burnside.....	do.....	Minnesota.....	11 months.....	2,100.00
Do.....	do.....	do.....	1 month.....	2,400.00
C. G. Smith.....	do.....	Georgia.....	9 months.....	2,400.00
Ralph P. Marsh.....	do.....	do.....	3 months.....	2,400.00
Erwin T. Dakin.....	do.....	Tennessee.....	11 months.....	2,100.00
Do.....	do.....	do.....	1 month.....	2,220.00
John W. Vansant.....	do.....	Maryland.....	11 months.....	1,980.00
Do.....	do.....	do.....	1 month.....	2,220.00
Charles C. James.....	do.....	Missouri.....	1 year.....	2,100.00
Fred A. Barnes.....	do.....	New Jersey.....	do.....	2,100.00
Edward D. Myers.....	do.....	New York.....	6 months.....	1,980.00
Do.....	do.....	do.....	do.....	2,100.00
William McLeod.....	do.....	North Carolina.....	10 months.....	2,100.00
Lewis A. Bell.....	do.....	Illinois.....	8 months, 5 days...	2,100.00
Winfield S. Keenholts..	do.....	New York.....	1½ months, 14 days..	2,100.00
William V. King.....	do.....	Texas.....	11 months.....	1,800.00
Do.....	do.....	do.....	1 month.....	2,100.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
Alexander Wylie.....	Examiner.....	Illinois.....	11 months.....	\$1,860.00
Do.....	do.....	do.....	1 month.....	2,100.00
Edmond E. Bruce.....	do.....	Missouri.....	1 year.....	1,980.00
Charles C. Semple.....	do.....	Ohio.....	11 months.....	1,860.00
Do.....	do.....	do.....	1 month.....	1,980.00
Alfred H. Peck.....	do.....	Oklahoma.....	11 months.....	1,860.00
Do.....	do.....	do.....	1 month.....	1,980.00
Lewis R. Close.....	Junior clerk.....	Georgia.....	7½ months.....	1,200.00
Do.....	Examiner.....	do.....	4½ months.....	1,980.00
William M. Lockwood.....	do.....	District of Columbia.....	6½ months.....	1,980.00
Charles E. Mosser.....	do.....	Pennsylvania.....	5½ months, 13 days.....	1,980.00
Edward E. Gann.....	do.....	Kansas.....	4½ months, 6 days.....	1,980.00
John B. Bain.....	do.....	Virginia.....	4½ months, 5 days.....	1,980.00
Lawrence B. McCord.....	do.....	Illinois.....	4½ months, 1 day.....	1,980.00
Arthur L. Boyd.....	do.....	Colorado.....	4 months, 8 days.....	1,980.00
Myron A. Pattison.....	do.....	do.....	do.....	1,980.00
Charles P. Lishawa.....	do.....	Ohio.....	3½ months, 14 days.....	1,980.00
William E. Rittenhouse.....	do.....	do.....	3½ months, 2 days.....	1,980.00
Andrew T. Smith.....	do.....	North Carolina.....	2½ months, 11 days.....	1,980.00
Francis H. McAdams.....	do.....	New York.....	2½ months, 10 days.....	1,980.00
Andrew M. Buntun.....	do.....	Kansas.....	2½ months, 5 days.....	1,980.00
Elmer S. Reinoehl.....	do.....	California.....	2 months, 4 days.....	1,980.00
William J. Abbey.....	do.....	Ohio.....	1 year.....	1,860.00
Alfred G. Hagerty.....	do.....	Louisiana.....	do.....	1,860.00
George Geckle.....	do.....	Massachusetts.....	do.....	1,860.00
Claude I. Dawson.....	do.....	South Carolina.....	do.....	1,860.00
William W. Tirrell.....	do.....	Massachusetts.....	do.....	1,860.00
James W. Carmalt.....	do.....	New York.....	do.....	1,860.00
Guy J. Bunting.....	do.....	Indiana.....	do.....	1,860.00
Henry C. Keene.....	do.....	Oregon.....	11½ months, 6½ days.....	1,860.00
Cornelius B. Nelson.....	Clerk.....	Illinois.....	11 months.....	1,620.00
Do.....	Examiner.....	do.....	1 month.....	1,830.00
Roy R. Waterbury.....	do.....	Minnesota.....	9½ months, 14 days.....	1,860.00
William B. Wilbur.....	do.....	Michigan.....	9½ months, 1 day.....	1,860.00
Charles O. Fourche.....	do.....	Louisiana.....	9 months, 14 days.....	1,860.00
Frank S. Fowler.....	do.....	Pennsylvania.....	7 months, 7 days.....	1,860.00
John W. Rawlings.....	do.....	Tennessee.....	4½ months, 6 days.....	1,860.00
Eugene E. Evans.....	do.....	Kentucky.....	4½ months, 1 day.....	1,860.00
Robert E. Quirk.....	do.....	Illinois.....	do.....	1,860.00
Frederic C. Sharood.....	do.....	Virginia.....	4 months, 10 days.....	1,860.00
John R. Fincher.....	do.....	Alabama.....	4 months, 8 days.....	1,860.00
John L. V. Colahan.....	do.....	Pennsylvania.....	do.....	1,860.00
Frank H. Harvey.....	do.....	Maryland.....	4 months.....	1,860.00
William S. Curry.....	do.....	Ohio.....	3 months.....	1,860.00
Claude M. McLaughlin.....	do.....	District of Columbia.....	do.....	1,860.00
James J. Phelan.....	do.....	New York.....	2 months, 13 days.....	1,860.00
Hugh P. Wetherbee.....	do.....	Nebraska.....	do.....	1,860.00
Daniel M. Higgins.....	do.....	California.....	2 months, 5 days.....	1,860.00
Alfred H. Smith.....	do.....	Louisiana.....	2 months, 1 day.....	1,860.00
Paul H. Lawrence.....	do.....	Ohio.....	1½ months, 14 days.....	1,860.00
William H. Burke.....	do.....	New Jersey.....	13 days.....	1,860.00
Samuel J. Barclay.....	Clerk.....	New York.....	1 year.....	1,500.00
Calvin H. Ziegler.....	do.....	Pennsylvania.....	8½ months, 12 days.....	1,500.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
Jacob W. Krieger.....	Junior clerk.....	Tennessee.....	1 year.....	\$1,380.00
William E. Sidell.....	do.....	New Jersey.....	do.....	1,380.00
John J. Quill.....	do.....	Ohio.....	1 month.....	1,380.00
Gilbert I. Jackson.....	Under clerk.....	New York.....	11½ months, 12 days.....	1,080.00
Alexander F. Brevillier.....	do.....	Pennsylvania.....	1 year.....	1,020.00
Frederick G. Rechten.....	do.....	New Jersey.....	do.....	1,020.00
Clyde L. Stryker.....	do.....	do.....	do.....	1,020.00
Ballard E. Galloway.....	do.....	Maryland.....	6½ months.....	1,020.00
Charles F. Thomas.....	do.....	Kentucky.....	5½ months, 12 days.....	1,020.00
Charles B. Barton.....	do.....	Pennsylvania.....	5 months, 14 days.....	1,020.00
James F. McNeely.....	do.....	Wisconsin.....	1½ months.....	1,020.00
Asher H. Leatherman.....	do.....	Pennsylvania.....	1 month.....	1,020.00
John R. Ranson.....	Messenger boy.....	Ohio.....	1 year.....	420.00
Robert A. Thompson.....	Temporary examiner.....	Texas.....	3 months.....	4,000.00
Lewis H. Haney.....	do.....	Michigan.....	do.....	1,860.00
Philip J. Doherty.....	Attorney.....	Massachusetts.....	1 year.....	2,400.00
Ulysses Butler.....	do.....	Pennsylvania.....	do.....	1,740.00
J. W. Watson.....	Inspector.....	New York.....	do.....	1,620.00
Frank C. Smith.....	do.....	Michigan.....	do.....	1,620.00
Richard R. Cullinane.....	do.....	Mississippi.....	do.....	1,620.00
W. R. Wright.....	do.....	Missouri.....	do.....	1,620.00
James E. Jones.....	do.....	Illinois.....	do.....	1,620.00
James J. Coutts.....	do.....	Ohio.....	do.....	1,620.00
C. F. Merrill.....	do.....	Wisconsin.....	do.....	1,620.00
Hiram W. Belnap.....	do.....	Illinois.....	do.....	1,620.00
George E. Starbird.....	do.....	do.....	do.....	1,620.00
James A. Lawson.....	do.....	Texas.....	do.....	1,620.00
John F. Ensign.....	do.....	Colorado.....	do.....	1,620.00
J. H. Strickland.....	do.....	Minnesota.....	do.....	1,620.00
Burt C. Craig.....	do.....	New York.....	do.....	1,620.00
Austin F. Duffy.....	do.....	Pennsylvania.....	do.....	1,620.00
George B. Winter.....	do.....	Utah.....	do.....	1,620.00
Elbridge L. Gibbs.....	do.....	Texas.....	do.....	1,620.00
Henry Kirch.....	do.....	New Mexico.....	do.....	1,620.00
William F. Holton.....	do.....	Virginia.....	do.....	1,620.00
Thomas W. Gibbons.....	do.....	New York.....	do.....	1,620.00
Frank McManamy.....	do.....	Oregon.....	do.....	1,620.00
Oscar C. Cash.....	do.....	Virginia.....	do.....	1,620.00
Thomas C. Hays.....	do.....	Kansas.....	11½ months, 25 days.....	1,620.00
H. K. Swasey.....	do.....	Massachusetts.....	1½ months, 6 days.....	1,620.00
Joseph Bromley.....	do.....	New York.....	9 months, 10 days.....	1,620.00
Frank E. Snyder.....	do.....	Minnesota.....	5½ months, 2 days.....	1,620.00
Roscoe F. Walter.....	Attorney.....	Kentucky.....	1 year.....	1,620.00
Monroe C. List.....	do.....	West Virginia.....	11½ months, 13½ days.....	1,620.00
Walter N. Brown.....	do.....	Rhode Island.....	1 year.....	1,500.00
Stacy H. Myers.....	Under clerk.....	District of Columbia.....	do.....	1,080.00
Louis F. Davis.....	do.....	Porto Rico.....	4 months.....	1,020.00
Paul L. Holden.....	do.....	Ohio.....	8 months, 6 days.....	900.00
Wilfred P. Borland.....	Inspector clerk.....	Washington.....	1 year.....	1,980.00
Shirley N. Mills.....	Junior clerk.....	Minnesota.....	do.....	1,200.00
John A. Lawless.....	Under clerk.....	District of Columbia.....	do.....	1,020.00
Earle W. Bascom.....	do.....	Massachusetts.....	6 months.....	1,020.00
Edward C. Howe.....	do.....	California.....	5 months, 1 day.....	1,020.00

CLERICAL FORCE OF THE COMMISSION FOR THE FISCAL YEAR ENDING JUNE 30,
1910—Continued.

Names.	Office.	Whence appointed.	Time employed.	Salary per annum.
George T. Gibbs.....	Messenger boy.....	Ohio.....	6 months.....	\$120.00
Ernest J. Kendrick.....	do.....	District of Columbia..	5½ months, 10 days..	420.00
H. D. Lyon.....	Temporary Inspector..	New York.....	5½ months, 1 day....	1,800.00
Charles H. Burt.....	do.....	do.....	1½ months, 13 days..	1,800.00
Stephen J. Mayhood.....	do.....	Missouri.....	4½ months, 14 days..	1,620.00

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COM-
MISSION FOR FISCAL YEAR ENDED JUNE 30, 1910.

Salaries of commissioners and Secretary----- \$75,000.00

Employees:

1 chief of Bureau of Tariffs, 1 year, at \$3,900 per annum-----	\$3,900.00
2 attorneys, 1 year, at \$3,900 per annum-----	7,800.00
1 attorney, 6 months and 10 days, at \$3,900 per annum-----	2,058.33
1 solicitor, 10 months, at \$3,600 per annum-----	3,000.00
1 attorney, 11 months, at \$2,820 per annum, and 1 month, at \$3,600 per annum-----	2,885.00
1 attorney, 1 year, at \$3,120 per annum-----	3,120.00
1 chief clerk, 1 year, at \$2,880 per annum-----	2,880.00
6 attorneys, 1 year, at \$2,820 per annum-----	16,920.00
1 chief special agent, 1 year, at \$2,820 per annum-----	2,820.00
1 disbursing clerk, 1 year, at \$2,760 per annum-----	2,760.00
1 assistant statistician, 1 year, at \$2,760 per annum-----	2,760.00
1 assistant auditor, 1 year, at \$2,520 per annum-----	2,520.00
1 special agent, 1 year, at \$2,520 per annum-----	2,520.00
2 chiefs of divisions, 1 year, at \$2,400 per annum-----	4,800.00
1 assistant to director, 1 year, at \$2,400 per annum-----	2,400.00
7 confidential clerks, 1 year, at \$2,400 per annum-----	16,800.00
2 law clerks, 1 year, at \$2,400 per annum-----	4,800.00
1 law clerk, 1 year, at \$2,100 per annum-----	2,100.00
2 senior clerks, 1 year, at \$2,100 per annum-----	4,200.00
1 special agent, 1 year, at \$2,100 per annum-----	2,100.00
1 official stenographer, 11 months and 7 days, at \$2,100 per annum-----	1,965.83
4 senior clerks, 1 year, at \$1,980 per annum-----	7,920.00
1 special agent, 1 year, at \$1,980 per annum-----	1,980.00
7 senior clerks, 1 year, at \$1,860 per annum-----	13,020.00
1 chief inspector, 1 year, at \$1,860 per annum-----	1,860.00
1 cashier, 1 year, at \$1,860 per annum-----	1,860.00
1 law clerk, 1 year, at \$1,860 per annum-----	1,860.00
2 special agents, 1 year, at \$1,860 per annum-----	3,720.00
1 special agent, 6 months and 8 days, at \$1,860 per annum-----	971.33

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Employees—Continued.

1 special agent, 5 months and 11 days, at \$1,860 per annum-----	\$831.83
1 special agent, 5 months, at \$1,860 per annum--	775.00
1 clerk, 1 year, at \$1,740 per annum-----	1,740.00
1 printing clerk, 11½ months and 10 days, at \$1,740 per annum-----	1,715.83
22 clerks, 1 year, at \$1,620 per annum-----	35,640.00
1 clerk, 11½ months and 10½ days, at \$1,620 per annum-----	1,599.75
1 clerk, 10 months, at \$1,500 per annum, and 2 months, at \$1,620 per annum-----	1,520.00
1 clerk, 10 months, at \$1,620 per annum-----	1,350.00
25 clerks, 1 year, at \$1,500 per annum-----	37,500.00
1 clerk, 11½ months and 14 days, at \$1,500 per annum-----	1,495.83
1 clerk, 11½ months and 10½ days, at \$1,500 per annum-----	1,481.24
1 junior clerk, 7½ months, at \$1,320 per annum, and clerk, 4½ months, at \$1,500 per annum-----	1,387.50
1 junior clerk, 8 months, at \$1,320 per annum, and clerk, 4 months, at \$1,500 per annum-----	1,380.00
1 junior clerk, 6 months, at \$1,200 per annum, and clerk, 6 months, at \$1,500 per annum-----	1,350.00
1 junior clerk, 9½ months and 14 days, at \$1,320 per annum, and clerk, 2 months, at \$1,500 per annum-----	1,346.32
1 junior clerk, 9 months, at \$1,260 per annum, and clerk, 3 months, at \$1,500 per annum-----	1,320.00
1 clerk, 10 months, at \$1,500 per annum-----	1,250.00
1 clerk, 6 months, at \$1,500 per annum-----	750.00
1 special agent, 1 year, at \$1,500 per annum-----	1,500.00
1 clerk, 8 months, and special agent, 4 months, at \$1,500 per annum-----	1,500.00
1 junior clerk, 8 months, at \$1,320 per annum, and special agent, 4 months, at \$1,500 per annum--	1,380.00
1 junior clerk, 8 months, at \$1,200 per annum, and special agent, 4 months, at \$1,500 per annum-----	1,300.00
12 junior clerks, 1 year, at \$1,400 per annum----	16,800.00
1 junior clerk, 9½ months and 11½ days, at \$1,400 per annum-----	1,153.05
2 junior clerks, 1 year, at \$1,380 per annum-----	2,760.00
1 junior clerk, 11 months, at \$1,380 per annum---	1,265.00
1 junior clerk, 9 months, at \$1,200 per annum, and 3 months, at \$1,380 per annum-----	1,245.00
1 temporary inspector, 5½ months and 3 days, at \$1,320 per annum, and inspector, 2½ months and 1 day, at \$1,380 per annum-----	907.33
28 junior clerks, 1 year, at \$1,320 per annum-----	36,960.00
1 junior clerk, 11½ months and 14 days, at \$1,320 per annum-----	1,316.33

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Employees—Continued.

1 junior clerk, 4 months, at \$1,200 per annum, and 8 months, at \$1,320 per annum-----	\$1, 280. 00
1 junior clerk, 2 months, at \$1,200 per annum, 6 months, at \$1,260 per annum, and 4 months, at \$1,320 per annum-----	1, 270. 00
1 junior clerk, 6½ months, at \$1,200 per annum, and 5½ months, at \$1,320 per annum-----	1, 255. 00
1 junior clerk, 8 months, at \$1,200 per annum, and 4 months, at \$1,320 per annum-----	1, 240. 00
1 junior clerk, 9 months, at \$1,200 per annum, and 3 months, at \$1,320 per annum-----	1, 230. 00
3 junior clerks, 10 months, at \$1,200 per annum, and 2 months, at \$1,320 per annum-----	3, 660. 00
1 under clerk, 4½ months, at \$1,080 per annum, and junior clerk, 3 months, at \$1,200 per annum and 4½ months, at \$1,320 per annum-----	1, 200. 00
1 under clerk, 4 months, at \$1,080 per annum, and junior clerk, 4½ months, at \$1,200 per annum, and 3½ months, at \$1,320 per annum----	1, 195. 00
1 junior clerk, 10 months, at \$1,320 per annum--	1, 100. 00
1 junior clerk, 8 months and 11 days, at \$1,320 per annum -----	920. 33
1 junior clerk, 3½ months and 9 days, at \$1,320 per annum -----	418. 00
1 junior clerk, 3 months and 2 days, at \$1,320 per annum -----	333. 33
9 junior clerks, 1 year, at \$1,260 per annum-----	11, 340. 00
1 junior clerk, 8 months, at \$1,200 per annum, and 4 months, at \$1,260 per annum-----	1, 220. 00
1 junior clerk, 2 months and 11 days, at \$1,260 per annum -----	248. 50
1 junior clerk, ½ month, at \$1,260 per annum----	52. 50
60 junior clerks, 1 year, at \$1,200 per annum---	72, 000. 00
1 junior clerk, 11½ months and 13 days, at \$1,200 per annum -----	1, 193. 33
1 under clerk, 2 months, at \$1,080 per annum, and junior clerk, 10 months, at \$1,200 per annum--	1, 180. 00
1 under clerk, 2 months, at \$1,020 per annum, and junior clerk, 10 months, at \$1,200 per annum--	1, 170. 00
1 junior clerk, 11½ months and 5½ days, at \$1,200 per annum -----	1, 168. 33
1 under clerk, 2 months, at \$1,080 per annum, and junior clerk, 9½ months and 10 days, at \$1,200 per annum-----	1, 163. 33
1 under clerk, 1½ months, at \$900 per annum, and junior clerk, 10½ months, at \$1,200 per annum--	1, 162. 50
1 under clerk, 4½ months, at \$1,080 per annum, and junior clerk, 7½ months, at \$1,200 per annum-----	1, 155. 00

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Employees—Continued.

1 under clerk, 7½ months, at \$1,080 per annum, and junior clerk, 4½ months, at \$1,200 per annum---	\$1, 125. 00
1 under clerk, 8½ months, at \$1,080 per annum, and junior clerk, 3½ months, at \$1,200 per annum--	1, 115. 00
1 under clerk, 6½ months, at \$1,020 per annum, and junior clerk, 5½ months, at \$1,200 per annum---	1, 102. 50
1 under clerk, 9 months, at \$1,080 per annum, and junior clerk, 3 months, at \$1,200 per annum----	1, 110. 00
1 under clerk, 10 months, at \$1,080 per annum, and junior clerk, 2 months, at \$1,200 per annum----	1, 100. 00
1 under clerk, 7½ months and 14½ days, at \$1,020 per annum, and junior clerk, 4 months, at \$1,200 per annum -----	1, 078. 58
1 junior clerk, 10½ months, at \$1,200 per annum--	1, 050. 00
2 junior clerks, 10 months, at \$1,200 per annum--	2, 000. 00
1 junior clerk, 9½ months and 14 days, at \$1,200 per annum -----	996. 67
1 junior clerk, 9½ months and 2 days, at \$1,200 per annum-----	956. 67
1 junior clerk, 9 months and 2 days, at \$1,200 per annum-----	906. 67
1 junior clerk, 9 months, at \$1,200 per annum----	900. 00
1 junior clerk, 8½ months and 7 days, at \$1,200 per annum -----	873. 33
1 junior clerk, 7½ months and 2 days, at \$1,200 per annum -----	756. 67
1 junior clerk, 6½ months and 2 days, at \$1,200 per annum -----	656. 67
1 junior clerk, 6 months and 4 days, at \$1,200 per annum -----	613. 33
1 junior clerk, 6 months, at \$1,200 per annum---	600. 00
2 junior clerks, 4½ months, at \$1,200 per annum---	900. 00
1 junior clerk, 4 months and 9 days, at \$1,200 per annum -----	430. 00
1 junior clerk, 3½ months and 9 days, at \$1,200 per annum -----	380. 00
1 junior clerk, 3½ months, at \$1,200 per annum---	350. 00
1 junior clerk, 3 months and 10 days, at \$1,200 per annum -----	333. 33
1 junior clerk, 2½ months, at \$1,200 per annum---	250. 00
3 junior clerks, 2 months and 6 days, at \$1,200 per annum -----	660. 00
1 junior clerk, 2 months and 3 days, at \$1,200 per annum -----	210. 00
1 junior clerk, 2 months, at \$1,200 per annum---	200. 00
4 junior clerks, 1½ months and 14 days, at \$1,200 per annum -----	786. 68
1 junior clerk, 1½ months and 12 days, at \$1,200 per annum -----	190. 00
1 junior clerk, 1½ months and 10 days, at \$1,200 per annum -----	183. 33

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Employees—Continued.

1 junior clerk, 1½ months and 8 days, at \$1,200 per annum-----	\$176. 67
1 junior clerk, 1½ months, at \$1,200 per annum---	150. 00
1 junior clerk, 1 month and 12 days, at \$1,200 per annum -----	140. 00
1 junior clerk, 1 month and 5 days, at \$1,200 per annum -----	116. 67
1 junior clerk, 1 month and 3 days, at \$1,200 per annum-----	110. 00
1 junior clerk, ½ month and 1 day, at \$1,200 per annum -----	53. 33
1 junior clerk, 14 days, at \$1,200 per annum-----	46. 67
1 junior clerk, 11 days, at \$1,200 per annum-----	36. 67
2 under clerks, 1 year, at \$1,080 per annum-----	2, 160. 00
7 under clerks, 2 months, at \$1,020 per annum, and 10 months, at \$1,080 per annum-----	7, 490. 00
1 under clerk, 4½ months, at \$1,020 per annum, and 7½ months, at \$1,080 per annum-----	1, 057. 50
1 under clerk, 7 months and 4 days, at \$1,020 per annum, and 4½ months, at \$1,080 per annum---	1, 011. 33
1 under clerk, 7 months and 7 days, at \$1,020 per annum, and 3½ months, at \$1,080 per annum---	929. 83
1 under clerk, ½ month, at \$1,020 per annum, and 7½ months, at \$1,080 per annum-----	717. 50
1 under clerk, 4 months, at \$1,020 per annum, and 2 months and 3 days, at \$1,080 per annum-----	529. 00
22 under clerks, 1 year, at \$1,020 per annum-----	22, 440. 00
1 under clerk, 11½ months and 14 days, at \$1,020 per annum -----	1, 017. 17
1 under clerk, 11½ months and 13½ days, at \$1,020 per annum -----	1, 015. 75
1 under clerk, 11½ months and 10½ days, at \$1,020 per annum -----	1, 007. 25
2 under clerks, 2 months, at \$900 per annum, and 10 months, at \$1,020 per annum-----	2, 000. 00
1 under clerk, 11½ months, at \$1,020 per annum---	977. 50
1 under clerk, 11 months, at \$1,020 per annum---	935. 00
1 under clerk, 10½ months and 2 days, at \$1,020 per annum -----	898. 17
1 under clerk, 10½ months, at \$1,020 per annum---	892. 50
1 under clerk, 9 months and 4 days, \$1,020 per annum -----	776. 33
1 under clerk, 8 months and 13 days, at \$1,020 per annum -----	716. 83
1 under clerk, 8 months, at \$1,020 per annum----	680. 00
1 messenger boy, 4½ months, at \$480 per annum; messenger, 5½ months, at \$720 per annum; and under clerk 2 months, at \$1,020 per annum---	680. 00
1 under clerk, 6 months, at \$1,020 per annum----	510. 00

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Employees—Continued.

3 under clerks, 5½ months and 12 days, at \$1,020 per annum-----	\$1,504.50
1 under clerk, 5½ months and 11 days, at \$1,020 per annum-----	498.67
1 under clerk, 5½ months and 8 days, at \$1,020 per annum-----	490.17
1 under clerk, 2 months, at \$900 per annum, and 4 months, at \$1,020 per annum-----	490.00
1 under clerk, 5½ months and 6 days, at \$1,020 per annum-----	484.50
1 under clerk, 5½ months and 1 day, at \$1,020 per annum-----	470.33
3 under clerks, 5 months and 11 days, at \$1,020 per annum-----	1,368.51
1 under clerk, 5 months and 6 days, at \$1,020 per annum-----	442.00
1 under clerk, 4 months and 14 days, at \$1,020 per annum-----	379.67
1 under clerk, 4 months and 3 days, at \$1,020 per annum-----	348.50
3 under clerks, 4 months, at \$1,020 per annum--	1,020.00
1 under clerk, 3½ months and 9 days, at \$1,020 per annum-----	323.00
1 under clerk, 3½ months and 8 days, at \$1,020 per annum-----	320.17
1 under clerk, 3½ months and 6 days, at \$1,020 per annum-----	314.50
1 under clerk, 3½ months and 2 days, at \$1,020 per annum-----	303.17
1 under clerk, 3½ months, at \$1,020 per annum---	297.50
2 under clerks, 3 months and 10 days, at \$1,020 per annum-----	566.66
1 under clerk, 2½ months and 10 days, at \$1,020 per annum-----	240.84
1 under clerk, 2½ months and 9 days, at \$1,020 per annum-----	238.00
1 under clerk, 2 months and 3 days, at \$1,020 per annum-----	178.50
2 under clerks, 1 month and 6 days, at \$1,020 per annum-----	204.00
1 under clerk, ½ month and 11 days, at \$1,020 per annum-----	73.67
1 under clerk, 10 days, at \$1,020 per annum-----	28.33
1 under clerk, 6 days, at \$1,020 per annum-----	17.00
2 skilled laborers, 1 year, at \$1,020 per annum--	2,040.00
2 under clerks, 1 year, at \$900 per annum-----	1,800.00
1 messenger, 1 month, at \$720 per annum, and under clerk, 11 months, at \$900 per annum----	835.00
1 messenger, 1 month, at \$660 per annum, and under clerk, 11 months, at \$900 per annum----	830.00
1 under clerk, 10 months, at \$900 per annum----	750.00

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Employees—Continued.

1 under clerk, 9 months and 11 days, at \$900 per annum-----	\$702.50
1 under clerk, 8½ months, at \$900 per annum----	637.50
1 under clerk, 5½ months and 13 days, at \$900 per annum-----	445.00
1 under clerk, 5 months and 7 days, at \$900 per annum-----	392.50
1 under clerk, 5 months, at \$900 per annum-----	375.00
1 under clerk, 4 months and 5 days, at \$900 per annum-----	312.50
1 under clerk, 3½ months, at \$900 per annum----	262.50
1 under clerk, 3 months and 3 days, at \$900 per annum-----	232.50
1 under clerk, 2½ months and 4 days, at \$900 per annum-----	197.50
1 telephone operator, 1 year, at \$840 per annum--	840.00
1 skilled laborer, 1 year, at \$840 per annum----	840.00
2 messengers, 1 year, at \$720 per annum-----	1,440.00
1 messenger, 4½ months and 1 day, at \$720 per annum-----	272.00
1 messenger, 1 month and 6 days, at \$720 per annum-----	72.00
1 classified laborer, 1 year, at \$720 per annum--	720.00
5 watchmen, 1 year, at \$720 per annum-----	3,600.00
1 watchman, 10 months and 1 day, at \$720 per annum-----	602.00
1 messenger, 1 year, at \$660 per annum-----	660.00
1 messenger boy, 1 month, at \$480 per annum, and messenger, 11 months, at \$660 per annum-----	645.00
1 messenger boy, 2 months, at \$420 per annum, and messenger, 10 months, at \$660 per annum--	620.00
1 messenger boy, 10½ months, at \$420 per annum, and messenger, 1½ months, at \$660 per annum--	450.00
1 skilled laborer, 4½ months and 9 days, at \$660 per annum-----	264.00
1 messenger, 1 year, at \$600 per annum-----	600.00
1 classified laborer, 1 year, at \$600 per annum----	600.00
1 foreman laborer, 1 year, at \$600 per annum-----	600.00
10 unskilled laborers, 1 year, at \$600 per annum--	6,000.00
1 unskilled laborer 11½ months and 14½ days, at \$600 per annum-----	599.16
2 unskilled laborers, 11½ months and 14 days, at \$600 per annum-----	1,196.66
1 unskilled laborer, 11½ months and 6 days, at \$600 per annum-----	585.00
1 unskilled laborer, 6½ months and 6 days, at \$600 per annum-----	335.00
5 messenger boys, 1 year, at \$480 per annum-----	2,400.00
2 messenger boys, 2 months, at \$420 per annum, and 10 months, at \$480 per annum-----	940.00

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Employees—Continued.

1 messenger boy, 9 months and 8 days, at \$480 per annum-----	\$370. 67
1 messenger boy, 5½ months and 3½ days, at \$480 per annum-----	224. 67
13 messenger boys, 1 year, at \$420 per annum---	5,460. 00
1 messenger boy, 11½ months and 4½ days, at \$420 per annum-----	407. 75
1 messenger boy, 11½ months, at \$420 per annum---	402. 50
1 messenger boy, 11 months, at \$420 per annum---	385. 00
1 messenger boy, 10½ months and 14 days, at \$420 per annum-----	383. 83
1 messenger boy, 10½ months and 6¾ days, at \$420 per annum-----	375. 36
1 messenger boy, 10 months and 13 days, at \$420 per annum-----	365. 17
1 messenger boy, 10 months and 12 days, at \$420 per annum-----	364. 00
1 messenger boy, 9½ months, at \$420 per annum---	332. 50
1 messenger boy, 8½ months and 10 days, at \$420 per annum-----	309. 17
1 messenger boy, 8½ months, at \$420 per annum---	297. 50
1 messenger boy, 6 months and 6½ days, at \$420 per annum-----	217. 58
1 messenger boy, 6 months, at \$420 per annum---	210. 00
1 messenger boy, 5½ months and 13 days, at \$420 per annum-----	207. 67
1 messenger boy, 5½ months and 8 days, at \$420 per annum-----	201. 83
2 messenger boys, 5 months and 4 days, at \$420 per annum-----	359. 34
1 messenger boy, 4½ months and 14 days, at \$420 per annum-----	173. 83
1 messenger boy, 4 months and 3 days, at \$420 per annum-----	143. 50
1 messenger boy, 4 months, at \$420 per annum---	140. 00
1 messenger boy, 3½ months and 2 days, at \$420 per annum-----	124. 83
1 messenger boy, 2½ months and 12 days, at \$420 per annum-----	101. 50
1 messenger boy, 2 months, at \$420 per annum---	70. 00
2 messenger boys, 1 month, at \$420 per annum---	70. 00
1 messenger boy, ½ month and 10 days, at \$420 per annum-----	29. 17
1 messenger boy, 6 days, at \$420 per annum-----	7. 00
4 unskilled laborers, 1 year, at \$240 per annum---	960. 00
1 unskilled laborer, 11½ months and 14 days, at \$240 per annum-----	239. 33
1 unskilled laborer, 11½ months and 13 days, at \$240 per annum-----	238. 66

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Employees—Continued.

1 unskilled laborer, 11½ months and 12½ days, at \$240 per annum-----	\$233.32
1 unskilled laborer, 11½ months and 12 days, at \$240 per annum-----	237.99
2 unskilled laborers, 11½ months and 10 days, at \$240 per month-----	473.34
1 unskilled laborer, 11 months and 10 days, at \$240 per annum-----	226.65
1 unskilled laborer, 11 months and 1 day, at \$240 per annum-----	220.66
1 unskilled laborer, 9 months and 10 days, at \$240 per annum-----	186.66
1 unskilled laborer, 7½ months and 12 days, at \$240 per annum-----	157.99
1 unskilled laborer, 7½ months, at \$240 per annum-----	150.00
1 unskilled laborer, 4 months and 9 days, at \$240 per annum-----	86.00
1 unskilled laborer, 3½ months and 13 days, at \$240 per annum-----	78.67
2 temporary unskilled laborers, 1 month, at \$240 per annum-----	40.00
1 temporary unskilled laborer, ½ month and 7 days, at \$240 per annum-----	14.67
1 temporary inspector, 1 year, at \$1,380 per annum-----	1,380.00
1 temporary inspector, 2 months and 7 days, at \$1,200 per annum-----	223.33
1 temporary under clerk, 4½ months and 7 days, at \$1,020 per annum-----	402.33
1 temporary under clerk, 4½ months and 5 days, at \$1,020 per annum-----	396.67
1 temporary under clerk, 4 months and 7 days, at \$1,020 per annum-----	359.83
1 temporary under clerk, 2 months and 3 days, at \$1,020 per annum-----	178.50
1 temporary under clerk, 1½ months and 8 days, at \$1,020 per annum-----	150.17
2 temporary under clerks, 1 day, at \$1,020 per annum-----	5.66
1 temporary under clerk, 10 days, at \$900 per annum-----	25.00
1 temporary skilled laborer, 2 months, at \$720 per annum-----	120.00
1 temporary watchman, 1½ months and 5 days, at \$720 per annum-----	100.00
	\$534,086.06

Stenography and typewriting:

1,146 hours, at 40 cents per hour-----	458.40
46,657 pages, at 60 cents per page-----	27,994.20
7,826 pages, at 50 cents per page-----	3,918.00
1,007 pages, at 25 cents per page-----	251.75

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Stenography and typewriting—Continued.

701 pages, at 12½ cents per page-----	\$87. 63
50 pages, at 10 cents per page-----	5. 00
4 folios, at 25 cents per folio-----	1. 00
409 folios, at 15 cents per folio-----	61. 35
636 folios, at 12½ cents per folio-----	79. 50
680 folios, at 12 cents per folio-----	81. 60
660 folios, at 10 cents per folio-----	66. 00

33, 004. 43

Traveling expenses----- 38, 504. 71

Rent of offices, second, third, fourth, fifth, sixth, seventh, eighth, and ninth floors, two rooms on first floor, and basement of American Bank Building, 1317 F Street NW.; second, third, fourth, fifth, and sixth floors of building 1307-1309 G Street NW.; second, third, and fourth floors, and three rooms in basement of Epiphany Building, 1311 G Street NW.; one room on eighth floor of Westory Building, Fourteenth and F Streets NW.; basement under premises 1334 F Street NW.; brick building in rear of premises 1338 G Street NW. (this charge includes heating, lighting, elevator, and water service); and two rooms on first floor of 802 South University Avenue, Ann Arbor, Mich----- 43, 470. 00

Desks, chairs, tables, bookcases and filing cases, typewriters, etc----- 5, 974. 85

Stationery----- 7, 670. 61

Printing----- 141. 85

Books and periodicals----- 2, 862. 58

Counsel----- 6, 957. 01

Special services----- 15, 067. 95

Witness fees----- 193. 80

Telegrams----- 1, 576. 10

Incidental expenses----- 8, 837. 17

\$698, 347. 12

Examination of accounts:

1 chief examiner, 1 year, at \$5,000 per annum----	5, 000. 00
1 examiner, 1 year, at \$3,000 per annum-----	3, 000. 00
1 examiner, 11 months, at \$2,700 per annum, and 1 month, at \$3,000 per annum-----	2, 725. 00
2 examiners, 10 months, at \$2,400 per annum, and 2 months, at \$3,000 per annum-----	5, 000. 00
1 examiner, 8 months, at \$3,000 per annum-----	2, 000. 00
1 examiner, 4 months, at \$3,000 per annum-----	1, 000. 00
1 examiner, 1 year, at \$2,700 per annum-----	2, 700. 00
1 examiner, 11 months, at \$2,520 per annum, and 1 month, at \$2,700 per annum-----	2, 535. 00
2 examiners, 1 year, at \$2,520 per annum-----	5, 040. 00
1 examiner, 11 months, at \$2,400 per annum, and 1 month, at \$2,520 per annum-----	2, 410. 00

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Examination of accounts—Continued.

1 examiner, 11 months, at \$2,220 per annum, and 1 month, at \$2,520 per annum-----	\$2, 245. 00
1 examiner, 10 months and 14 days, at \$2,520 per annum -----	2, 198. 00
1 examiner, 9 months and 14 days, at \$2,520 per annum -----	1, 988. 00
1 examiner, 5½ months and 5 days, at \$2,520 per annum -----	1, 190. 00
1 examiner, 1 month, at \$2,520 per annum-----	210. 00
1 examiner, 9 months, at \$2,700 per annum, and 2 months, at \$2,400 per annum-----	2, 425. 00
9 examiners, 1 year, at \$2,400 per annum-----	21, 600. 00
1 examiner, 11 months, at \$2,220 per annum, and 1 month, at \$2,400 per annum-----	2, 235. 00
2 examiners, 11 months, at \$2,100 per annum, and 1 month, at \$2,400 per annum-----	4, 250. 00
1 examiner, 9 months, at \$2,400 per annum-----	1, 800. 00
1 examiner, 3 months, at \$2,400 per annum-----	600. 00
1 examiner, 11 months, at \$2,100 per annum, and 1 month, at \$2,220 per annum-----	2, 110. 00
1 examiner, 11 months, at \$1,980 per annum, and 1 month, at \$2,220 per annum-----	2, 000. 00
2 examiners, 1 year, at \$2,100 per annum-----	4, 200. 00
1 examiner, 6 months, at \$1,980 per annum, and 6 months, at \$2,100 per annum-----	2, 040. 00
1 examiner, 10 months, at \$2,100 per annum-----	1, 750. 00
1 examiner, 8 months and 5 days, at \$2,100 per annum -----	1, 429. 17
2 examiners, 11 months, at \$1,860 per annum, and 1 month, at \$2,100 per annum-----	3, 760. 00
1 examiner, 1½ months and 14 days, at \$2,100 per annum -----	344. 17
1 examiner, 1 year, at \$1,980 per annum-----	1, 980. 00
2 examiners, 11 months, at \$1,860 per annum, and 1 month, at \$1,980 per annum-----	3, 740. 00
1 junior clerk, 7½ months, at \$1,200 per annum, and examiner, 4½ months, at \$1,980 per annum-----	1, 492. 50
1 examiner, 6½ months, at \$1,980 per annum-----	1, 072. 50
1 examiner, 5½ months and 13 days, at \$1,980 per annum -----	979. 00
1 examiner, 4½ months and 6 days, at \$1,980 per annum -----	775. 50
1 examiner, 4½ months and 5 days, at \$1,980 per annum -----	770. 00
1 examiner, 4½ months and 1 day, at \$1,980 per annum -----	748. 00
2 examiners, 4 months and 8 days, at \$1,980 per annum -----	1, 408. 00
1 examiner, 3½ months and 14 days, at \$1,980 per annum -----	654. 50

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Examination of accounts—Continued.

1 examiner, 3½ months and 2 days, at \$1,980 per annum -----	\$588. 50
1 examiner, 2½ months and 11 days, at \$1,980 per annum -----	473. 00
1 examiner, 2½ months and 10 days, at \$1,980 per annum -----	467. 50
1 examiner, 2½ months and 5 days, at \$1,980 per annum -----	440. 00
1 examiner, 2 months and 4 days, at \$1,980 per annum -----	352. 00
7 examiners, 1 year, at \$1,860 per annum -----	13, 020. 00
1 examiner, 11½ months and 6½ days, at \$1,860 per annum -----	1, 816. 08
1 clerk, 11 months, at \$1,620 per annum, and examiner, 1 month, at \$1,860 per annum -----	1, 640. 00
1 examiner, 9½ months and 14 days, at \$1,860 per annum -----	1, 544. 83
1 examiner, 9½ months and 1 day, at \$1,860 per annum -----	1, 477. 67
1 examiner, 9 months and 14 days, at \$1,860 per annum -----	1, 467. 33
1 examiner, 7 months and 7 days, at \$1,860 per annum -----	1, 121. 17
1 examiner, 4½ months and 6 days, at \$1,860 per annum -----	728. 50
2 examiners, 4½ months and 1 day, at \$1,860 per annum -----	1, 405. 34
1 examiner, 4 months and 10 days, at \$1,860 per annum -----	671. 67
2 examiners, 4 months and 8 days, at \$1,860 per annum -----	1, 322. 66
1 examiner, 4 months, at \$1,860 per annum -----	620. 00
2 examiners, 3 months, at \$1,860 per annum -----	930. 00
2 examiners, 2 months and 13 days, at \$1,860 per annum -----	754. 34
1 examiner, 2 months and 5 days, at \$1,860 per annum -----	335. 83
1 examiner, 2 months and 1 day, at \$1,860 per annum -----	315. 17
1 examiner, 1½ months and 14 days, at \$1,860 per annum -----	304. 83
1 examiner, 13 days, at \$1,860 per annum -----	67. 17
1 clerk, 1 year, at \$1,500 per annum -----	1, 500. 00
1 clerk, 8½ months and 12 days, at \$1,500 per annum -----	1, 112. 50
2 junior clerks, 1 year, at \$1,380 per annum -----	2, 760. 00
1 junior clerk, 1 month, at \$1,380 per annum -----	115. 00
1 under clerk, 11½ months and 12 days, at \$1,080 per annum -----	1, 071. 00
3 under clerks, 1 year, at \$1,020 per annum -----	3, 060. 00

DETAILED STATEMENT OF EXPENDITURES OF THE INTERSTATE COMMERCE COMMISSION FOR FISCAL YEAR ENDED JUNE 30, 1910—Continued.

Examination of accounts—Continued.

1 under clerk, 6½ months, at \$1,020 per annum----	\$552. 50	
1 under clerk, 5½ months and 12 days, at \$1,020 per annum-----	501. 50	
1 under clerk, 5 months and 14 days, at \$1,020 per annum -----	464. 67	
1 under clerk, 1½ months, at \$1,020 per annum----	127. 50	
1 under clerk, 1 month, at \$1,020 per annum-----	85. 00	
1 messenger boy, 1 year, at \$420 per annum-----	420. 00	
1 temporary examiner, 3 months, at \$4,000 per annum -----	1, 000. 00	
1 temporary examiner, 3 months, at \$1,860 per annum -----	465. 00	
	148, 502. 60	
Traveling expenses-----	106, 366. 93	
Incidental expenses-----	4, 270. 77	
		\$259, 140. 30

Safety appliances:

1 attorney, 1 year, at \$2,400 per annum-----	2, 400. 00	
1 attorney, 1 year, at \$1,740 per annum-----	1, 740. 00	
21 inspectors, 1 year, at \$1,620 per annum-----	34, 020. 00	
1 inspector, 11½ months and 25 days, at \$1,620 per annum -----	1, 597. 50	
1 inspector, 11½ months and 6 days, at \$1,620 per annum -----	1, 579. 50	
1 inspector, 9 months and 10 days, at \$1,620 per annum -----	1, 260. 00	
1 inspector, 5½ months and 2 days, at \$1,620 per annum -----	751. 50	
1 attorney, 1 year, at \$1,620 per annum-----	1, 620. 00	
1 attorney, 11½ months and 13½ days, at \$1,620 per annum -----	1, 613. 25	
1 attorney, 1 year, at \$1,500 per annum-----	1, 500. 00	
1 under clerk, 1 year, at \$1,080 per annum-----	1, 080. 00	
1 under clerk, 4 months, at \$1,020 per annum----	340. 00	
1 under clerk, 8 months and 6 days, at \$900 per annum -----	615. 00	
	50, 116. 75	
Traveling expenses-----	53, 958. 59	
Incidental expenses-----	1, 550. 51	
		105, 625. 85
Block signal and train control-----		25, 223. 70
Total amount of expenditures from July 1, 1909, to June 30, 1910 -----		1, 163, 336. 97

APPENDIX B.

POINTS DECIDED BY THE COMMISSION IN REPORTED
CASES DURING THE YEAR, WITH INDEX OF
POINTS DECIDED AND TABLE OF CASES.

POINTS DECIDED IN REPORTED CASES DURING THE YEAR.

James & Abbot Company v. Boston & Maine Railroad. (17 I. C. C. Rep., 273.)

1209. Rate on brick from Boston, Mass., to Lewiston, Me., not found to be unreasonable; but owing to misapplication of minimum, reparation awarded.

Males Company v. Lehigh & Hudson River Railway Company. (17 I. C. C. Rep., 280.)

1210. Complainant purchased a locomotive from the Lehigh Valley Railroad under a contract of sale which provided that locomotive should be delivered by vendor at Easton, Pa., free of transportation charges. Delivery was made at Easton to the Lehigh & Hudson River Railway, accompanied by a card bill showing consignment to Lake View, N. J., and specific routing. The rate charged is alleged to be unreasonable and reparation is claimed; *Held*, That the Lehigh Valley Railroad Company did not participate in any transportation charges on this shipment, and in tendering it to the Lehigh & Hudson at Easton the Lehigh Valley acted as agent for the purchaser and not as a carrier. Shipment was therefore not misrouted by a carrier. The locomotive is in possession of complainant, but it appears that the transportation charges thereon have not been paid. From the facts presented rate charged not found to be unreasonable or unlawful. But if it were found to be unreasonable no order of reparation would be entered, because complainant has not paid the lawful charges on shipment. Complaint dismissed.

South Cañon Coal Company v. Colorado & Southern Railway Company. (17 I. C. C. Rep., 286.)

1211. Rate not unreasonable simply because a lower rate is in effect via lines of other carriers. Complaint dismissed.

Saner-Whiteman Lumber Company v. Texas & New Orleans Railroad Company. (17 I. C. C. Rep., 290.)

1212. Shipper in following routing instruction in the tariff sent five carloads of lumber via a route over which there was no rate applicable except the class rate. The tariff being in error, the carriers' duty was to treat the shipments as though unrouted and to forward them via the junction making the lowest combination of rates. Reparation awarded.

Stock Yards Cotton & Linseed Meal Company v. Missouri, Kansas & Texas Railway Company. (17 I. C. C. Rep., 295.)

1213. A carrier voluntarily establishing a through rate less than the sum of the locals after a shipment has moved does not, *ipso facto*, become liable for the difference between the amount charged and the amount which would have been collected if the through rate had been in effect at the time of the movement.

Southern Bitulithic Company v. Illinois Central Railroad Company. (17 I. C. C. Rep., 300.)

1214. Complaint alleged that defendants' rate on crushed stone from Cedar Bluff, Ky., to Baton Rouge, La., was unreasonable and unjustly discriminatory, but upon the particular facts of the case the allegations are not sustained and the complaint should be dismissed.

Crutchfield & Woolfolk v. Louisville & Nashville Railroad Company. (17 I. C. C. Rep., 302.)

1215. Rate charged for the transportation of six carloads of grapes from Peewee Valley, Ky., to Pittsburg, Pa., found unreasonable.

H. R. Williar v. Canadian Northern Quebec Railway Company. (17 I. C. C. Rep., 304.)

1216. Reparation awarded for the collection of unreasonable charges upon 18 carloads of newspaper shipped from Grand Mere, Quebec, to San Francisco, Cal., and rate prescribed for the future.

Mill Creek Cannel Coal Company v. Coal & Coke Railway Company. (17 I. C. C. Rep., 306.)

1217. Complaint challenging reasonableness of rates on cannel coal from Mill Creek-Elk, W. Va., to points in Ohio, Illinois, Michigan, and other States, dismissed on motion of complaint.

John W. Vanness v. Lehigh & Hudson River Railway Company. (17 I. C. C. Rep., 307.)

1218. Rate of 42 cents on horses, in carloads, from Chambersburg, Pa., to Warwick, N. Y., held to be unreasonable, and 33 cents fixed as the maximum to be charged in the future. Reparation awarded.

Old Dominion Copper & Smelting Company v. Pennsylvania Railroad Company. (17 I. C. C. Rep., 309.)

1219. Ambiguous and indefinite tariffs, susceptible of and resulting in conflicting interpretations, criticised. Delivering carrier authorized to omit collection of alleged undercharges, it also appearing that the charges assessed were unjust and unreasonable. Rule of present tariff must be made clear and definite.

T. H. Springer v. El Paso & Southwestern Railroad Company. (17 I. C. C. Rep., 322.)

1220. Carrier having for its own convenience furnished shipper two smaller cars instead of one of capacity ordered; *Held*, That it was unreasonable to charge on basis of combined minima of two cars furnished. Reparation awarded.

Carstens Packing Company v. Oregon Short Line Railroad Company. (17 I. C. C. Rep., 324.)

1221. Upon the facts of record; *Held*, That defendants' carload rates exacted on shipments of complainant's cattle from Glenn's Ferry and Mountain Home, Idaho, to Tacoma, Wash., were unreasonable and ought not to have exceeded the rates that were subsequently voluntarily established by the defendants from those two points. Reparation awarded.

1222. Defendants' contention that competition justified the lower rates for the longer haul not sustained.

1223. Special Circular No. 6 construed to mean only that after October 1, 1908, no rate appearing in a tariff would be held to apply from intermediate points unless the tariff affirmatively so provided.

1224. The question of the validity of a 10-car rate referred to but not discussed.

Peter Schoenhofen Brewing Company v. Atchison, Topeka & Santa Fe Railway Company. (17 I. C. C. Rep., 329.)

1225. Complaint asking reparation for alleged excessive charge on shipment of beer kegs from Frontenac, Kans., to Chicago, Ill., not sustained.

Tyson & Jones Buggy Company v. Aberdeen & Asheboro Railway Company. (17 I. C. C. Rep., 330.)

1226. Complaint of an overcharge dismissed, the defendants having refunded the amount, but only after formal complaint had been made and copies served upon them.

1227. Carriers criticised for their lack of prompt attention to plain overcharge claims and for their delay in adjusting them.

Crowell & Spencer Lumber Company v. Texas & Pacific Railway Company. (17 I. C. C. Rep., 333.)

1228. This Commission can not permit a refund applicable to a particular shipment for the sole purpose of enabling carriers to make good a rate not in effect when the shipment moved, but which they had agreed to protect. Such a practice would do away with the published tariff altogether if generally applied.

1229. Defendants' rate of 69 cents per 100 pounds on complainant's shipment of car wheels and axles from Marshall, Tex., to Holdup, La., and their subsequently established rate of $27\frac{1}{2}$ cents thereon held unreasonable, and lower rate prescribed for the future. Reparation awarded.

E. B. Kimberly v. Chesapeake & Ohio Railway Company. (17 I. C. C. Rep., 335.)

1230. Reparation awarded on shipments of corn from Cincinnati, Ohio, to Morehead, Ky., and rate prescribed for the future.

Star Grain & Lumber Company v. Atchison, Topeka & Santa Fe Railway Company. (17 I. C. C. Rep., 338.)

1231. The general principles relating to tap lines as announced in *Central Yellow Pine Association v. Vicksburg, Shreveport & Pacific Ry. Co.*, 10 I. C. C. Rep., 193, and in *Central Yellow Pine Association v. Illinois Central R. R. Co.*, 10 I. C. C. Rep., 505, considered and reaffirmed.

1232. The Commission can not recognize as common carriers, under the act, lines that do not publish tariffs in lawful form or concur properly in lawful tariffs of other lines in which they are named as parties, or that do not file annual reports and keep their accounts in accordance with the system prescribed by the Commission, or that do not in all other respects comply with the law.

1233. But the mere interposition between the lumber mill and the carrier of a paper railroad incorporation that calls itself a common carrier and complies with the act in those respects, but is owned by the mill or its proprietors, does not give legality to the so-called tap-line allowances or meet the requirements of the Commission. As an administrative body the Commission can not stop at the surface of a transportation problem because its form and outward appearance are regular, but must reach the actual situation and examine its real substance and thus be able to enforce the prohibitions as well as the requirements of the act.

1234. The underlying principle of the law is to forbid preferences, discrimination, and departures from the published rates; and any allowance or division made to or with a tap line, whether incorporated in form as a common carrier or not, that is owned or controlled, directly or indirectly, by a lumber mill or by its officers or proprietors, and, beyond the logs that it hauls to the mill, has no traffic except such as it may pick up as a mere incident to its effort to serve the mill as an adjunct or plant facility, is a preference and discrimination and an unlawful departure from the published rates.

F. H. Bascom Company v. Atchison, Topeka & Santa Fe Railway Company. (17 I. C. C. Rep., 354.)

1235. The defendant, while maintaining an open fifth class rate of 30 cents per 100 pounds from El Paso back to local points on its line, also publishes and maintains a special rate of 10 cents per 100 pounds applicable only to merchandise that has come into El Paso, at any time in the past, over its own lines; *Held*, That the rate is unlawful and discriminatory and is not justified or excused by the fact that El Paso is a highly competitive point.

1236. Defendant's contention that the 10-cent rate is a proportional rate is not sustained. The rate is a mere concession in the outbound rate and a device to force traffic to El Paso over its own lines by denying its use to merchandise that has come into that point over competing lines.

Pabst Brewing Company v. Chicago, Milwaukee & St. Paul Railway Company. (17 I. C. C. Rep., 359.)

1237. It is not the province of the Commission to order reparation for the exaction of an alleged unreasonable charge merely upon a showing that the carrier is willing to honor the claim.

1238. An award of reparation can be predicated only upon an affirmative finding that the rate exacted was in fact excessive.

1239. The Commission will inquire with particular care into the merits of complaints which are presented by shippers and carriers jointly lest unlawful preferences be unwittingly sanctioned.

1240. Rate assessed upon shipments of empty beer packages from Omaha, Nebr., and Kansas City, Mo., to Milwaukee, Wis., not found unreasonable. Complaint dismissed.

Pacific Elevator Company v. Chicago, Milwaukee & St. Paul Railway Company. (17 I. C. C. Rep., 373.)

1241. The Commission should not and will not award reparation on the basis of a rate that is lower than that which the Commission would prescribe as reasonable. It is not sufficient that a shipper who is willing to receive a refund and a carrier that is willing to make a refund to that shipper shall agree to jointly request the Commission to authorize such refund. Complaint dismissed.

William C. Snook v. Central Railroad Company of New Jersey. (17 I. C. C. Rep., 375.)

1242. The general rule that a tribunal, whose authority is invoked by a complaint filed before it, must determine whether the subject-matter is within its jurisdiction before it may consider the merits of the controversy does not in all cases necessarily control an administrative body like this Commission.

1243. Following the course pursued in *Jones v. St. Louis & San Francisco R. R. Co.*, 12 I. C. C. Rep., 144, and without determining at this time whether the Commission has jurisdiction to require interstate carriers to erect or to continue to maintain station facilities at particular points, the facts of record here have been examined for the purpose of ascertaining whether, assuming such power to exist in the Commission, enough has been shown to warrant an order requiring the defendant to continue to maintain station facilities at Roycefield, N. J.

1244. Upon all the testimony of record; *Held*, That the discontinuance of defendant's agency station at the point in question can not be regarded as a violation of the act to regulate commerce.

Corporation Commission of the State of Oklahoma, for the use and benefit of the Robinson, Crawford & Fuller Lumber Company v. Chicago, Rock Island & Gulf Railway Company. (17 I. C. C. Rep., 379.)

1245. It is the duty of an interstate carrier to receive interstate shipments, to issue receipts therefor, to indicate on the waybills the final destination, and to transport and deliver them to its connecting carriers; and it is the duty of the connecting carriers to transport and deliver at destinations, each carrier charging for its service its legally published rate.

1246. Rates charged on shipments of lumber from Beckville, Tex., to certain points in Oklahoma found unreasonable, and reparation awarded.

Ocean County Coal Company v. Central Railroad Company of New Jersey. (17 I. C. C. Rep., 383.)

1247. Complaint of undue discrimination in coal rates to Point Pleasant, as compared with the rates on coal to other stations on the coast of New Jersey, not sustained by the evidence and therefore dismissed.

Davenport Pearl Button Company v. Chicago, Burlington & Quincy Railroad Company. (17 I. C. C. Rep., 193.)

1248. Rate of 17 cents per 100 pounds on mussel shells in carloads from Terre Haute, Ind., to Davenport, Iowa, found unreasonable to the extent that it exceeded 15 cents per 100 pounds. Reparation awarded.

Foster Lumber Company v. Gulf, Colorado & Santa Fe Railway Company. (17 I. C. C. Rep., 385.)

1249. Rates complained of not found so unreasonable as to entitle complainant to reparation. *Foster Lumber Co. v. A., T. & S. F. Ry. Co.*, 15 I. C. C. Rep., 56, followed upon the point that the voluntary reduction of a rate by a carrier will not, without proof that the rate was unreasonable, furnish a basis for reparation.

1250. The claim that the fourth section of the act was violated in these shipments not sustained, as the short line made the rate to the competitive point and the defendants had to meet that condition.

Louis Werner Saw Mill Company v. Illinois Central Railroad Company. (17 I. C. C. Rep., 388.)

1251. The rates having been found to be unreasonable, complainant subsequently filed its petition for reparation, but upon its application the case was dismissed without prejudice. Upon motion for reinstatement *nunc pro tunc* it was so ordered.

1252. The Commission has no authority to permit a complaint filed within the statutory period to be amended or supplemented so as to bring in claims that were not filed within the time expressly stated in the statute.

1253. The Commission has no jurisdiction to deal with complaints for reparation in any way unless filed with or presented to it within the period specified in the statute.

1254. The Commission is not vested with the powers of a court of equity to relieve from hardships resulting from improvident arrangements between the parties.

Rossie Iron Ore Company v. New York Central & Hudson River Railroad Company. (17 I. C. C. Rep., 392.)

1255. Demurrage charges on coal held to have been unlawfully assessed, for the reason that defendant failed to notify consignee of arrival of cars.

F. S. Harmon & Company v. Lake Shore & Michigan Southern Railway Company. (17 I. C. C. Rep., 394.)

1256. Rate of \$1.75 per 100 pounds, on gocarts, in carloads, minimum 20,000 pounds, from Elkhart, Ind., to Tacoma, Wash., established since the hearing; *Held*, Not to be unreasonable but required to be maintained for two years.

Loch Lynn Construction Company v. Baltimore & Ohio Railroad Company. (17 I. C. C. Rep., 396.)

1257. A carrier can not justify unreasonable discrimination between localities in refusing to stop its passenger trains at a particular place on certain days by a contract not to do so. A controversy involving a question of such discrimination must be determined independent of the contract.

1258. In the performance of its passenger service a carrier operates in a wide field of reasonable discretion in the adaptation of its service to the infinite variety of circumstances and conditions confronting it. Only such resulting discriminations as are undue and unreasonable are forbidden.

1259. The failure of the defendant carrier to stop its passenger trains at Mountain Lake Park, Md., a station on its line, is not found to be unreasonable discrimination in view of all the facts, circumstances, and conditions appearing.

Pope Manufacturing Company v. Baltimore & Ohio Railroad Company. (17 I. C. C. Rep., 400.)

1260. The petitioner's claim that it ordered cars of definite length for the shipments involved in these complaints is denied by the defendant, and the conflict of testimony is such as to give the Commission no clear ground for holding that such demands were in fact made.

1261. In view of the confusion that not infrequently follows the absence of a written record of a demand for a car of specific length for a particular movement, shippers are cautioned to give their orders for equipment in writing, or promptly to confirm the orders in writing when given verbally.

California Fruit Growers' Exchange v. Santa Fe Refrigerator Despatch Company. (17 I. C. C. Rep., 404.)

1262. Defendants required to maintain in their refrigeration tariffs for two years a rule providing that no charge over the regular refrigeration rate will be made on cars iced before loading at regular icing stations in California and Arizona and set for loading inside switching limits at such points.

Farmers' Cooperative & Educational Union *v.* Great Northern Railway Company. (17 I. C. C. Rep., 406.)

1263. The Commission is asked to establish joint through rates on grain and grain products from producing points in Washington, Oregon, and Idaho to Astoria, Oreg., the same as the rates to Portland, Oreg., and Seattle and Tacoma, Wash.; *Held*, That the fact that defendants have provided themselves with tracks, warehouses, wharves, etc., for handling export grain at Portland, Seattle, and Tacoma does not impose upon them the obligation of duplicating those facilities at Astoria; *Held, further*, That defendants' rates on grain and grain products from points in Washington and Idaho to Astoria are unreasonable *per se*, and that rates shall be established to Astoria not more than $4\frac{1}{2}$ cents per 100 pounds higher than the rates to Portland.

Ottumwa Commercial Association *v.* Chicago, Burlington & Quincy Railroad Company. (17 I. C. C. Rep., 413.)

1264. The through charges under the class rates from points east of the Indiana-Illinois State line to Ottumwa, in the State of Iowa, found to be unreasonable and excessive; it is also found that the through charges are unreasonable and excessive because of the excessive proportional class rates applicable from the Mississippi River crossings of the defendants on through movements to destination. Defendants are therefore required to reduce the latter rates for the future.

1265. *Greater Des Moines Committee v. C., R. I. & P. Ry. Co.*, 17 I. C. C. Rep., pp. 54 and 57, cited and followed.

White Brothers *v.* Atchison, Topeka & Santa Fe Railway Company. (17 I. C. C. Rep., 416.)

1266. Defendants' charge of 85 cents per 100 pounds for the transportation of one carload of hardwood lumber from Black Rock, Ark., to San Francisco, Cal., found unreasonable to the extent that it exceeded 75 cents, and complainant awarded reparation.

Railroad Commission of Tennessee *v.* Ann Arbor Railroad Company. (17 I. C. C. Rep., 418.)

1267. Covington, Brownsville, and Jackson, in Tennessee, are situated upon a line drawn east from the Mississippi River, Covington 16 miles from the river, Brownsville 20 miles east of Covington, and Jackson 25 miles east of Brownsville; the present rate on compressed cotton to New England mills is $60\frac{1}{2}$ cents from Covington, $60\frac{1}{2}$ cents from Brownsville, and 70 cents from Jackson; upon complaint that this adjustment of rates is an unjust discrimination against Jackson; *Held*, That, looking at the entire situation, the present adjustment of rates between Brownsville and Jackson unduly discriminates against Jackson, and that the rate to New England destinations from Jackson ought not to exceed that from Brownsville by more than 5 cents per 100 pounds.

Asparagus Growers Association, of Charleston County, S. C., *v.* Atlantic Coast Line Railroad Company. (17 I. C. C. Rep., 423.)

1268. Transportation charges on asparagus of 65 cents per crate of 65 pounds from Charleston, S. C., to New York, Philadelphia, Baltimore, and Washington, and of 90 cents per crate to Boston, found to be unreasonable to the extent that they exceed 60 cents per crate to New York, 58 cents per crate to Philadelphia, 56 cents per crate to Baltimore and Washington, and 70 cents per crate to Boston.

1269. Refrigeration charges of 21 cents per crate on carload minimum of 230 crates and 15 cents per crate on carload minimum of 325 crates to New York, and of $24\frac{1}{2}$ cents and $17\frac{1}{2}$ cents per crate to Boston on the same carload minima, found to be not unreasonable.

Larrowe Milling Company *v.* Chicago & North Western Railway Company. (17 I. C. C. Rep., 443.)

1270. The principal defendant has two routes from Janesville, Wis., to Chicago, a direct one of 91 miles and an indirect one through Waukesha and Milwaukee of 162 miles. On shipments moving

from Janesville to Cattaraugus, N. Y., and Windber, Pa., over the direct route to Chicago, charges were based on the local rate to Chicago via that route and the through rate beyond, although the local rate over the indirect route through Waukesha, added to the through rate to destination from Chicago, made a lower combination; *Held*, That, in the absence of a specific through rate, the case is controlled by Rule 215 of Conference Rulings Bulletin No. 4, and the complainant is entitled to reparation for the resulting overcharge.

1271. The Commission intervenes in misrouting cases only when, as the result of the failure to obey the shipper's routing instructions, or as a result, without such instructions, of moving a shipment over a route carrying a higher rate than the rate in effect over another route reasonably available, additional transportation charges accrue. In these cases no such damage followed the routing of the shipments directly to Chicago, for the reason that under the rule referred to the lower combination of rates over the other route was applicable.

Mountain Ice Company v. Delaware, Lackawanna & Western Railroad Company. (17 I. C. C. Rep., 447.)

1272. It appears that defendants have in every instance complied with the orders of the Commission made in a former report upon these cases; upon supplemental complaints asking that defendants establish other rates put in issue by the original complaints but not passed on because of lack of testimony, and that the prior decision declining to reduce certain joint rates on ice to Philadelphia be reconsidered; *Held*, That (a) the present rates mentioned in case No. 1529 on ice from the Pocono Mountains and the Jersey lakes to Brooklyn terminals, Harlem station, and other points in New Jersey and New York; (b) the present rates mentioned in case No. 1549 on ice from the Pocono Mountains to Philadelphia, requiring Philadelphia and Reading deliveries, and to various points in New Jersey, Delaware, and Maryland; (c) the present rates mentioned in case No. 1631 on ice from Sterling Forest, N. Y., to various points in New Jersey and New York; and (d) the present rates mentioned in case No. 1632 on ice from the Pocono Mountains to West Newark, N. J., and to other points in New Jersey and New York; found unreasonable and reasonable rates prescribed for the future.

1273. Upon application of complainant, an examiner will be delegated to take testimony upon the various reparation claims involved in these cases, and upon that record the parties will be further heard and proper orders made.

Edward D. Murphy and William P. Murphy, copartners, trading as Murphy Brothers. v. New York Central & Hudson River Railroad Company. (17 I. C. C. Rep., 457.)

1274. Claim for reparation, on account of demurrage charges for detention of cars beyond the free time computed from 7 a. m. on the day succeeding the sending of notice, by the carrier, of arrival of cars, denied.

Armour Car Lines v. Southern Pacific Company. (17 I. C. C. Rep., 461.)

1275. Complainant contracted to furnish ice to defendant at sundry points on its line to be used in the refrigeration of perishable fruit shipments. It was agreed by the parties that a \$1.90-per-ton rate should be established for shipments of ice from Los Angeles, Cal., to Yuma, Ariz. The published rate between the points named was \$3 per ton. The \$1.90 rate was not published until some months after the contract was made and not until 71 cars of ice had been shipped under the contract. On claim for reparation of the difference between the \$1.90 rate and the \$3 rate, *Held*, That such a transaction is repugnant to the provisions of the act to regulate commerce, opens the door for the grossest form of favoritism and rebating, and presents no basis for reparation.

Barrett Manufacturing Company v. Central Railroad Company of New Jersey. (17 I. C. C. Rep., 464.)

1276. Complainant's demand for reparation for lightering its own merchandise across New York Harbor denied because (1) there was no tariff rule then in effect authorizing allowances to shippers for lightering their own shipments, and (2) the mere fact that the defendant could not lighter the shipments as promptly as the special exigencies of the complainant's business required gave the complainant no right, in the absence of tariff authority, to do the service for itself and then demand compensation for it. Complaint dismissed.

Lee D. Jones v. Kansas City Southern Railway Company. (17 I. C. C. Rep., 468.)

1277. For shipments of hay from Amsterdam and Merwin, Mo., to Memphis, Tenn., bills of lading were made out by the railroad agent, who on his own motion inserted a routing rotation through Howe, Okla. The cars moved by that route and the complaint charges a misrouting, alleging a lower rate through Kansas City. It appearing from the Commission's own examination of the tariffs that a lower rate applied by the actual route of the movements, reparation is awarded for the overcharge.

A. Merle Company v. Atchison, Topeka & Santa Fe Railway Company. (17 I. C. C. Rep., 471.)

1278. Rates on brass furniture trimmings and furniture knobs from Grand Haven, Mich., Waterbury, Conn., and Rome, N. Y., to San Francisco, Cal., ordered reduced, and reparation awarded.

Hitchman Coal & Coke Company v. Baltimore & Ohio Railroad Company. (17 I. C. C. Rep., 473.)

1279. Complainant's petition for rehearing denied.

A. Merle Company v. New York Central & Hudson River Railroad Company. (17 I. C. C. Rep., 475.)

1280. Rates of \$1.35 per 100 pounds in carloads and \$1.85 per 100 pounds in less than carloads on brass-covered iron tubing from New York City and neighboring points to San Francisco, Cal., found unreasonable, and \$1.25 in carloads and \$1.75 in less than carloads prescribed as maximum rates. Reparation awarded.

Cedar Hill Coal & Coke Company v. Colorado & Southern Railway Company. (17 I. C. C. Rep., 479.)

1281. Through routes from the coal mines in the Walsenburg district, Colorado, to points on the Atchison, Topeka & Santa Fe system and controlled lines, to the east and south of Colorado, established.
1282. Maximum joint rates fixed from said district to points in Kansas, Texas, and New Mexico.
1283. Request for differential between rates on lump coal and slack denied on the showing in these cases.
1284. Reconignment rules now in effect on defendant carriers' lines considered satisfactory for the traffic of complainants.

E. Lauer & Son v. Nevada-California-Oregon Railway. (17 I. C. C. Rep., 488.)

1285. Rate on potatoes and onions in packages, carloads, from Reno, Nev., to Alturas, Cal., found to be unreasonable. Reparation awarded.

Bunch & Tussey v. Nevada-California-Oregon Railway. (17 I. C. C. Rep., 490.)

1286. Rate on potatoes and onions in packages, carloads, from Reno, Nev., to Alturas, Cal., found to be unreasonable. Reparation awarded.

West Texas Fuel Company v. Texas & Pacific Railway Company. (17 I. C. C. Rep., 491.)

1287. Following the decisions in *Rice, Robinson & Witherup v. W. N. Y. & P. R. R. Co.*, 6 I. C. C. Rep., 455, and in *Dallas Freight Bureau v. G., C. & S. F. Ry. Co.*, 12 I. C. C. Rep., 223, the Commission declines to now award reparation under a decision formerly rendered in a case in which such reparation was not prayed for. Complaint in case No. 2666 dismissed.

1288. Cases Nos. 2667 and 2709 are controlled by decision in *West Texas Fuel Company v. T. & P. Ry. Co.*, 15 I. C. C. Rep., 443. Same charge found to be unreasonable from same date, and reparation awarded on shipments moved subsequent to that date.

New Orleans Board of Trade v. Illinois Central Railroad Company. (17 I. C. C. Rep., 496.)

1289. Rules providing for demurrage and storage charges at New Orleans upon shipments of forest products shipped on local bills of lading "for export" after 10 days of free time, the same as upon other commodities shipped under like conditions, found to be neither unlawful nor unreasonable, nor unjustly discriminatory as compared with rules which do not provide for demurrage or storage charges upon shipments that are moved under through export bills of lading. Complaint dismissed.

G. Liebold, doing business under the name and style of G. Liebold Company, v. Delaware, Lackawanna & Western Railroad Company. (17 I. C. C. Rep., 503.)

1290. Reparation denied to shippers of beer in carloads from Mississippi River and Atlantic coast points while an advance of 10 cents per 100 pounds in a long-established rate to San Francisco, Cal., was in effect.

Bunch & Tussey v. Nevada-California-Oregon Railway. (17 I. C. C. Rep., 506.)

1291. Rate of \$1.70 per 100 pounds on less-than-carload shipments of apples from Reno, Nev., to Alturas, Cal., found to be unreasonable. Reparation awarded.

Amos Rehberg & Company v. Erie Railroad Company. (17 I. C. C. Rep., 508.)

1292. Case is controlled by Rule 215 of Conference Rulings Bulletin No. 4, and by decision in *Larroe Milling Co. v. C. & N. W. Ry. Co.*, ante 443. Reparation awarded.

Landers, Frary & Clark v. Atchison, Topeka & Santa Fe Railway Company. (17 I. C. C. Rep., 511.)

1293. Defendants' classification of complainant's coffeepot percolators at double first class found unjust and rates not exceeding those of first-class merchandise in Western Classification prescribed.

Crane Iron Works v. Central Railroad Company of New Jersey. (17 I. C. C. Rep., 514.)

1294. The service performed by the Crane Railroad Company for the complainant is that of a plant facility, the expense of which should be borne entirely by the complainant and which no railroad under the guise of the absorption of a switching charge may lawfully sustain. Complaint dismissed.

Montgomery Freight Bureau v. Louisville & Nashville Railroad Company. (17 I. C. C. Rep., 521.)

1295. Complaint alleges that the adjustment of rates from and through the Ohio and Mississippi River crossings is unjustly discriminatory against Montgomery, Ala., and unduly preferential to Pensacola, Fla., and Mobile and Birmingham, Ala.; *Held*, That it is not unlawful for defendants to maintain lower rates from said river crossings to Pensacola and Mobile than to Montgomery, but that no rate from or through said river crossings to Montgomery may lawfully exceed the combination on Mobile; *And held further*, That circumstances and conditions do not warrant establishing at Montgomery the same rates that apply to Birmingham.

Corn Belt Meat Producers' Association v. Chicago, Burlington & Quincy Railroad Company. (17 I. C. C. Rep., 533.)

1296. Complainant alleges in its supplemental petition that defendants have not fairly complied with the order of the Commission in the former report with respect to feeding-in-transit privilege, but since the filing of this petition certain changes have been made by defendants in their feeding-in-transit tariffs, which now remove all objection of complainant upon this point.

1297. Certain tariffs of defendants in other States provide that when double-deck cars can not be furnished and single-deck cars are used instead for the convenience of the carrier, two single-deck cars shall be treated in computing the rates and the minimum as one double-deck car; *Held*, That the tariffs of defendants establishing these rates from Iowa points ought to contain the same provision, with the limitation that it shall apply only when seasonable notice has been given by the shipper of his desire to use the double-deck car.
1298. Certain territorial regroupings and reductions in cattle rates are prescribed. The advances in hog rates made by the defendants since the publication of the original opinion are condemned and the rates then in effect are restored.
1299. No order will be made in this case for sixty days. Unless defendants within that time have filed schedules putting into effect the rates suggested in this opinion, the Commission shall take up the case again and proceed to the making of a definite order.

Sunnyside Coal Mining Company v. Denver & Rio Grande Railroad Company. (17 I. C. C. Rep., 540.)

1300. Complainant shipped two carloads of coal from Strong, Colo., to Quinn and Cottonwood, S. Dak., over a route taking combination rates. There were open to the complainant joint through rates over another route under which this coal might have moved, which compare favorably with other rates in that section, and which are reasonable. Instead of availing itself of those rates the complainant saw fit to ship this coal to Rapid City and thence to destination. The fact that it might have availed itself of a reasonable joint rate is no reason why it might not adopt the route selected; nor why it should not be accorded from Rapid City to destination a reasonable local rate; but the Commission is not satisfied upon this record that the rates charged were in this case unreasonable, although they are abnormally high and would be excessive under ordinary conditions. Complaint dismissed.

George Tritch Hardware Company v. Rutland Railroad Company. (17 I. C. C. Rep., 542.)

1301. Reparation awarded because of unreasonable rate charged from the Missouri River to Denver, Colo., on one carload of hand agricultural implements as part of a through shipment from Wallingford, Vt.

E. I. Du Pont De Nemours Powder Company v. Pennsylvania Railroad Company. (17 I. C. C. Rep., 544.)

1302. Complainant is subjected to undue prejudice and disadvantage in the transportation of common black powder from Montchanin, Del., through Chadd's Ford Junction to points local to the Pennsylvania Railroad Company in Pennsylvania and to certain points in Ohio local to the Pennsylvania Company. For the future the rates from Montchanin to such points should not exceed the rates contemporaneously in effect from Philadelphia Rate Basis territory to the same points.

Larrowe Milling Company v. Chicago & North Western Railway Company. (17 I. C. C. Rep., 548.)

1303. Reparation awarded on certain shipments of sugar-beet pulp from Janesville, Wis., to various destinations in the states of New York and Pennsylvania on the authority of *Larrowe Milling Co. v. C. & N. W. Ry. Co.* 17 I. C. C. Rep., 443.

1304. As beet pulp is the residue or by-product of the process of extracting sugar from beets, the restriction of a rate to the transportation of beet pulp when intended "for the manufacture of sugar" is irrelevant and mere surplusage, and is therefore held to be unreasonable because misleading.

Florida Fruit & Vegetable Shippers' Protective Association v. Atlantic Coast Line Railroad Company. (17 I. C. C. Rep., 552.)

1305. Complainant's allegations in case No. 2566 do not properly notify defendants of the things complained of, and the Commission can not properly undertake to establish rates to the territory not

embraced in case No. 1168. In some way the rates to be dealt with by the Commission must be definitely specified in the complaint. The thing found fault with should definitely appear.

1306. The present proportional rates from Florida base points upon citrus fruits to territory north of the Ohio River, west of the Buffalo-Pittsburg line, and east of the Missouri River are unreasonable, and should not exceed the rates named in the report.
1307. The present carload rates from Florida base points upon vegetables to Baltimore, Philadelphia, New York, and Boston are unreasonable, and should not exceed the rates named in the report.
1308. While the Commission takes into account competitive conditions in passing upon the reasonableness of rate adjustments, it does not feel that, in the present instance, it can properly require defendants to maintain rates from Florida base points to Ohio River crossings upon vegetables of less than 30 cents per crate, and the Commission can not therefore condemn the advances. Carriers may sometimes do, as a matter of policy, what this Commission would not require.
1309. Maximum rates for the transportation of pineapples and citrus fruits from points of production upon the Florida East Coast Railway to Jacksonville when destined for points beyond, in carload and less-than-carload quantities, prescribed.
1310. Local rates from Florida base points may properly exceed the proportional rates established by 2 cents per crate in case of vegetables, 3 cents per box in case of citrus fruits and pineapples, and 4 cents per 100 pounds where the rate is named in that manner.
1311. Mixture of fruits and vegetables from Florida points should be allowed in carloads, but the rate and minimum should be that of the article which takes the highest rate. This gives to the carrier the earnings which it should make upon an entire carload of that commodity, and permits the vegetables to be handled in the most economical manner.
1312. Complaint in case No. 2566 makes no reference whatever to the subject of refrigeration; the Commission disposed of that question upon the complaint in case No. 1168, and complainant gave no notice of its intention to request the Commission to proceed further with that matter in that case. When the complainant upon the hearing endeavored to go into this subject of refrigeration charges, defendants objected on the ground of lack of notice and unpreparedness; *Held*, That the contention of defendants is sustained.

John A. Blankenship v. Big Sandy & Cumberland Railroad Company. (17 I. C. C. Rep., 569.)

1313. Local and proportional interstate rates established as to merchandise and certain specific commodities upon the lines of the principal defendant.

Henderson Elevator Company v. Illinois Central Railroad Company. (17 I. C. C. Rep., 573.)

1314. During a part of 1906 defendant, by provisions in its tariffs, applied to the transportation from Omaha, Nebr., and Council Bluffs, Iowa, to Cairo and other Ohio River crossings of grain placed in elevators at the latter points and reshipped thence to southeastern destinations proportional rates less than the local rates paid from said points of origin to said destination, but no such transit privilege was allowed at Henderson, Ky.; *Held*, That failure to allow the proportional rate and transit privilege at Henderson unlawfully discriminated against complainants' business at that point. Reparation awarded.

E. Clemens Horst Company v. Southern Pacific Company. (17 I. C. C. Rep., 576.)

1315. Reparation denied on claim that the through rate on barley from Port Costa, Cal., to Milwaukee, Wis., had not been applied on shipments made to Sacramento and there rebilled to Milwaukee.

Hinton Fruit & Produce Company *v.* Chesapeake & Ohio Railway Company. (17 I. C. C. Rep., 578.)

1316. A rate of 32½ cents per 100 pounds charged on carload shipments of potatoes from east Virginia points to Hinton, W. Va., found to be unjust and unduly discriminatory in view of rate of 26 cents on shipments of potatoes from same points through Hinton to Charleston, W. Va., 97 miles beyond, and to Huntington, W. Va., 147 miles beyond. Reparation awarded.

F. O. Hellstrom *v.* Northern Pacific Railway Company. (17 I. C. C. Rep., 589.)

1317. Rate of 50 cents per 100 pounds on hemp in carloads from Pacific coast terminals to Bismarck, N. Dak., not found to be discriminatory as compared with rate of 55 cents from same points to Chicago.

East St. Louis Walnut Company *v.* St. Louis Southwestern Railway Company of Texas. (17 I. C. C. Rep., 582.)

1318. Rates on walnut logs in carloads from Weiner and St. Francis, Ark., and intermediate points to East St. Louis, Ill., found unreasonable.

A. Merle Company *v.* New York, New Haven & Hartford Railroad Company. (17 I. C. C. Rep., 585.)

1319. Rate of \$3 per 100 pounds on l. c. l. shipments of metal furniture knobs or trimmings from Grand Haven, Mich., Rome, N. Y., and Waterbury, Conn., to San Francisco, Cal., found unreasonable to the extent that it exceeded \$2 per 100 pounds. Reparation ordered.

Bledgett Milling Company *v.* Chicago, Milwaukee & St. Paul Railway Company. (17 I. C. C. Rep., 587.)

1320. Reparation awarded for the collection of unreasonable charges upon a carload of buckwheat shipped from Gobles, Mich., to Janesville, Wis.

Black Horse Tobacco Company *v.* Illinois Central Railroad Company. (17 I. C. C. Rep., 588.)

1321. The minimum weights imposed by defendants upon complainant's shipments of leaf tobacco in hogsheads from points in Kentucky and Tennessee to points in Mexico found to be excessive and reparation awarded.

1322. The Commission has no authority to establish a rate of transportation in Mexico, nor to order the maintenance of a rate for the future from a point in the United States to a point in Mexico, but it may require the American carriers to cease and desist from continuing to apply a joint through rate or any rule, regulation, or practice in connection with their joint through rate; and it may, where such rate has been voluntarily maintained, inquire whether it has been reasonable, and if found unreasonable, award damages.

1323. If an initial carrier files and posts a tariff naming joint rates from stations upon its line to destinations upon a connecting line, in which tariff the connecting line does not concur, the initial line thereby becomes responsible to the shipper under its tariff. If the shipper is compelled to pay, under rates legally in effect, a greater transportation charge than that named in the tariff, he may recover from the initial carrier the difference, certainly if the rate posted by it is found to be reasonable.

1324. Every carrier party to a joint rate is jointly and severally responsible for that rate, and those carriers who actually participate in the transportation under a joint rate are jointly and severally liable in damages for the unreasonableness of that rate.

1325. A complainant is not deprived of his right to a reasonable rate by the fact that the defendants, through neglect of the rules of this Commission as to the publication of their tariffs, had failed to establish that rate in legal form.

W. P. Fuller & Company *v.* Pittsburg, Chartiers & Youghiogeny Railway Company. (17 I. C. C. Rep., 594.)

1326. Reparation denied on shipments of oil in barrels from New York, Cleveland, and Minneapolis, to San Francisco and Seattle, as the rate charged was not found unreasonable.

Wholesale Fruit & Produce Association *v.* Atchison, Topeka & Santa Fe Railway Company. (17 I. C. C. Rep., 596.)

1327. Complainant in case No. 2110 asks that the Commission extend its order in the former case as to compelling carriers at Chicago to furnish assistance in unloading carload shipments of fruits and vegetables so as to include all kinds of produce in packages; and complainants in cases Nos. 2237 and 2271 ask that carriers at St. Paul and Minneapolis be required to unload carload shipments of fruits and vegetables at those cities; *Held*, That under existing circumstances the present rule should not be disturbed. Complaints dismissed.

1328. There is no good reason why ordinary package freight, which is loaded and unloaded upon the team track or at the private siding, should not be handled into and out of the car by the shipper in the same manner that bulk freight is.

1329. It appears that in many instances these fruits and vegetables are allowed to remain in the car for a considerable time after its arrival, and are delivered by the consignee from the car itself to the purchaser. Where this custom prevails it would impose a hardship upon the carrier to require it to furnish help for the unloading of the car at whatever time the shipper might require such services.

1330. It is urged that by leaving in force the order of the Commission in the original case and dismissing these complaints the Commission creates a discrimination in favor of fruits and vegetables at Chicago as against other kinds of freight, and in favor of Chicago as against other localities; *Held*, That if discrimination can be predicated upon these facts, it is not in the present case undue. The handling of package freight at Chicago would be in no respect benefited if the handlers of fruits and vegetables were required to unload their traffic, nor are the handlers of fruits and vegetables benefited by the fact that other produce in packages is not unloaded by the carriers. Conditions applying to the handling of fruits and vegetables at Chicago are not the same as those applying at St. Paul and Minneapolis.

Virginia-Carolina Chemical Company *v.* St. Louis, Iron Mountain & Southern Railway Company. (18 I. C. C. Rep., 1.)

1331. Defendants' rates on fertilizer from Memphis, Tenn., to points upon their various lines in Arkansas found unreasonable, and reasonable maximum rates prescribed for the future. Case retained for further proceedings as to reparation.

Virginia-Carolina Chemical Company *v.* Chicago, Rock Island & Pacific Railway Company. (18 I. C. C. Rep., 3.)

1332. Defendant's rates on fertilizer from Memphis, Tenn., to points on its line in Arkansas found unreasonable, and reasonable maximum rates prescribed for the future. Case retained for further proceedings as to reparation.

Virginia-Carolina Chemical Company *v.* St. Louis & San Francisco Railroad Company. (18 I. C. C. Rep., 5.)

1333. Defendant's rates on fertilizer from Memphis, Tenn., to points on its line in Arkansas found unreasonable, and reasonable maximum rates prescribed for the future. Case retained for further proceedings as to reparation.

United States *v.* Denver & Rio Grande Railroad Company. (18 I. C. C. Rep., 7.)

1334. The demurrage charges in question were not assessed in accordance with any provision in defendant's tariff and therefore do not constitute a valid claim against complainant.

Lanig-Harris Coal & Grain Company *v.* Chicago, Burlington & Quincy Railroad Company. (18 I. C. C. Rep., 11.)

1335. Defendant's rate on anthracite coal from Chicago, Ill., to Akron, Colo., found unreasonable, and reasonable maximum rate prescribed for the future. Reparation awarded.

Stone-Ordean-Wells Company *v.* Southern Pacific Company. (18 I. C. C. Rep., 13.)

1336. Through rates on canned goods from San José, Cal., to Roundup, Mont., found to be excessive and reparation awarded.

Stone-Ordean-Wells Company *v.* Southern Pacific Company. (18 I. C. C. Rep., 15.)

1337. Through rates on dried fruit from Fresno, Cal., to Roundup, Mont., found to be excessive and reparation awarded.

Nathan B. Williams *v.* Wells Fargo & Company. (18 I. C. C. Rep., 17.)

1338. The defendant express company does not, in handling small packages in competition with the United States Government in the transportation of mail matter, or in filing its tariffs applicable thereto, transgress any provision of the act to regulate commerce.

Acme Cement Plaster Company *v.* Chicago Great Western Railway Company. (18 I. C. C. Rep., 19.)

1339. Defendant's rates on cement plaster from Gypsum and Council Bluffs, Iowa, to certain points in South Dakota and North Dakota found unreasonable, and reasonable maximum rates prescribed for the future. Reparation denied.

1340. A common carrier can not impose an unreasonable rate because of the origin of the traffic.

1341. The minimum carload weight upon cement plaster as applied to the rates above established ought not to exceed 30,000 pounds.

1342. To whatever points a minimum carload weight of 60,000 pounds on cement plaster is accorded from Gypsum, Iowa, the same minimum weight, with a corresponding reduction in the rate, should be given from Council Bluffs, Iowa.

1343. It seems that in the making of rates from Rapid City, S. Dak., to Missouri River points on cement plaster, where competition from both Gypsum and Laramie, Wyo., must be met, certain intermediate points in this territory are given a lower rate than would otherwise be accorded and a rate somewhat lower in proportion to distance than is made from Gypsum or Council Bluffs; *Held*, That the apparent discrimination is, under all the circumstances, not undue.

Peale, Peacock & Kerr *v.* Central Railroad Company of New Jersey. (18 I. C. C. Rep., 25.)

Complainants allege that the defendant's demurrage regulations on coal and coke held for transshipment at tidewater ports are unjust, unreasonable, and discriminatory; first, in favor of shippers of large tonnage; second, in favor of lake ports, southern ports, and New York Harbor points, where no demurrage is charged or where more liberal rules apply; third, in favor of competitors in bituminous coal markets operated under embargo, under demurrage regulations which are not enforced, or where no demurrage regulations obtain. The Commission is asked to enter an order enjoining defendant from collecting demurrage charges that have accrued under existing rules, and to enter an order that demurrage should be computed on the average over a year instead of on the average monthly; *Held*:

1344. That no power rests in this Commission to enjoin a carrier from collecting its lawful tariff charges for services rendered; that it would be unreasonable to extend to one year the period on which average demurrage will be computed; that free time should be computed from 7 a. m. of the day succeeding the date on which car arrives at the yards and including the date on which car is unloaded or upon which vessel registers at the pier as ready to receive that consignee's shipments, provided that consignee has sufficient coal in the yard to load his vessel and has ordered same dumped.

1345. That defendant's rules do not unjustly discriminate against complainants or unduly prefer other shippers or places.

Lynah & Read v. Baltimore & Ohio Railroad Company. (18 I. C. C. Rep., 38.)

Defendants' demurrage rules applicable to coal for transshipment by water at Locust Point (Baltimore) and Curtis Bay, Md., are alleged to be unreasonable *per se*, and unjustly discriminatory as compared with defendants' rules applicable to the same traffic at Philadelphia, Pa., and St. George, Staten Island, N. Y.; *Held*:

1346. That it would not be reasonable to require defendants to compute demurrage on an average of the time used by a consignee at all of defendants' different ports, or to compute demurrage on an average for the year instead of for the month, or to include in the free time allowed the delays caused by consignee's failure to have vessel ready to receive the coal; but that unreasonable delays in transporting the coal to the ports by railroad should not cause demurrage against consignees.

1347. That the free time allowed in defendants' rules is not unreasonable *per se*, but that it is unjustly discriminatory and unduly prejudicial against complainants for defendant B. & O. to fail to give at Locust Point and Curtis Bay as liberal allowance of free time as it contemporaneously gives at Philadelphia.

1348. That it is not unreasonable for defendants, in computing free time and demurrage, to count the change of ownership or reconsignment of the coal the same as unloading the car, if the original consignee is operating under the average plan; but that it is unreasonable to curtail the free time to which the car is entitled, if the car is subject to straight demurrage time.

1349. That "arrival of car" from which free time is computed should be 7 a. m. of the day after the date on which the car arrives, or after the day on which written notice of arrival of car is sent.

Anderson-Tully Company v. Chicago, Rock Island & Pacific Railway Company. (18 I. C. C. Rep., 48.)

1350. Rate on egg-case material, when not manufactured further than cut to length, from Memphis, Tenn., to Woodward, Okla., found unreasonable to the extent that it exceeded rate on box lumber. Rate for the future established. Reparation awarded.

Liverpool Salt & Coal Company v. Baltimore & Ohio Railroad Company. (18 I. C. C. Rep., 51.)

1351. Defendants' proportional rate for the transportation of salt in carloads from certain points in West Virginia to Lynchburg and Roanoke, Va., respectively, when for points beyond in south Atlantic territory, found unreasonable, and a reasonable maximum rate prescribed for the future.

Commercial Club of Omaha v. Southern Pacific Company. (18 I. C. C. Rep., 53.)

1352. Without renewing the discussion of the question, fully considered in other cases, as to which side has the burden of proof in a proceeding attacking the reasonableness of an increased rate, it is clear that an order granting affirmative relief, and particularly in a case in which reparation is awarded, must be predicated on a definite conviction drawn from the record or from the Commission's own investigation, or from both, that the rate exacted on the shipments complained of was an unreasonable rate.

1353. Defendants' prior rate of 85 cents per 100 pounds for the transportation of lima beans in carloads from certain points in California to Omaha, Nebr., found unreasonable, and their subsequently established 75-cent rate prescribed for the future. Reparation awarded.

Crombie & Company v. Atchison, Topeka & Santa Fe Railway Company. (18 I. C. C. Rep., 57.)

1354. Complaint against class rates from Albuquerque, N. Mex., to El Paso, Tex., dismissed on agreement of defendant to satisfy complaint by promptly filing new tariffs. Case transferred to Informal Docket for adjustment of reparation.

Bernard Eschner v. Pennsylvania Railroad Company. (18 I. C. C. Rep., 60.)

1355. Defendants' published tariffs prohibit the use of an exchange order in connection with an ordinary mileage book as a warrant for checking the holder's baggage or securing through sleeping accommoda-

tions from any point on the Pennsylvania lines west of Pittsburg to a point on said lines east thereof, or *vice versa*. Upon complaint that such a provision in the tariffs is unreasonable and discriminatory; *Held*, That the right to use exchange orders and mileage books is in the nature of a privilege voluntarily accorded by carriers under their tariffs, and must be accepted by those who use such special fares with all lawful and nondiscriminatory limitations that may be attached to them.

1356. The language of the act relating to the issuance of mileage, excursion, and commutation tickets is altogether permissive, and the Commission has no affirmative power to require carriers to establish, for the use of passengers on particular occasions or for special purposes, special fares based upon less than a normal passenger-mile revenue.

Maldonado & Company v. Ferrocarril De Sonora. (18 I. C. C. Rep., 65.)

1357. For a shipment of dried peas, known as garbanzo, from Guaymas, Mexico, to the complainant at Philadelphia, consignor ordered a sufficiently large car, but the initial line for its own convenience furnished two smaller cars. Charges were collected on the minimum weight prescribed for each car. Reparation awarded on the basis of the actual weight of the shipment.

Memphis Freight Bureau v. St. Louis Southwestern Railway Company. (18 I. C. C. Rep., 67.)

1358. The rules of the Commission, while not overlooking the definite requirements of the law, were intended to relieve complainants from the observance of the technical rules of pleading in order that shippers unskilled in such matters might bring their troubles to us in their own proper persons.

1359. An informal complaint showing the date of the shipment, its actual weight, the rate charged and collected, and all other facts necessary to identify it, coupled with the claim that there was an overcharge on the shipment in that the carrier applied a 10-cent rate instead of a 6-cent rate is a sufficient presentation or filing of the claim to stop the running of the limitation of actions provided in section 16 of the act. Such an informal complaint sufficiently alleges a violation of the act and therefore sets up a cause of action as in that section provided.

1360. A rate of 10 cents per 100 pounds on cottonseed meal and hulls formerly published by the defendant from Little Rock and Pine Bluff, Ark., to Memphis, Tenn., declared unreasonable and reparation awarded.

George Tritch Hardware Company v. Chicago, Rock Island & Pacific Railway Company. (18 I. C. C. Rep., 71.)

1361. Reparation awarded because of unreasonable rate charged for the transportation of one carload of hand agricultural implements from Omaha, Nebr., to Denver, Colo.

Greater Des Moines Committee v. Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 78.)

1362. Complainant seeks a readjustment of rates from Des Moines, Iowa, to points in western Minnesota and North and South Dakota whereby such rates shall be fixed percentages of the Chicago rate to the same points, with a readjustment of rates from points intermediate Chicago to Des Moines on the same basis; *Held*, That the Commission on this record is not justified in ordering the establishment of rates to this territory upon the mileage and percentage basis asked.

J. W. Thompson Lumber Company v. Illinois Central Railroad Company. (18 I. C. C. Rep., 83.)

1363. Reparation awarded on shipments of hardwood lumber from Memphis, Tenn., to New Orleans, La., on the basis of the original report of the Commission in this case, 13 I. C. C. Rep., 657.

- Rainey & Rogers v. St. Louis & San Francisco Railroad Company.* (18 I. C. C. Rep., 88.)
1364. Rate on coal from the Carbon Hill district, Ala., to New Albany, Miss., of \$1.10 per ton, found to be unreasonable in so far as it exceeds 95 cents per ton, which rate is prescribed for the future.
- Wabash Coating Mills v. Wabash Railroad Company.* (18 I. C. C. Rep., 91.)
1365. Award of reparation denied on various shipments of wood-pulp board from Wabash, Ind., to St. Louis, Mo.
- P. P. Donahue v. Chicago, Milwaukee & St. Paul Railway Company.* (18 I. C. C. Rep., 92.)
1366. Reparation for misrouting where shipper gives instructions to forward the goods via the route taken, denied.
- E. T. Barnum Iron Works v. Cleveland, Cincinnati, Chicago & St. Louis Railway Company.* (18 I. C. C. Rep., 94.)
1367. Claim is for reparation based upon increase in minimum carload weight. There being no evidence of anything unreasonable in such increase, the complaint is dismissed.
- Germain Company v. Philadelphia, Baltimore & Washington Railroad Company.* (18 I. C. C. Rep., 96.)
1368. Claim for refund of demurrage charges denied.
- Greater Des Moines Committee v. Chicago Great Western Railway Company.* (18 I. C. C. Rep., 98.)
1369. Complaint, not sustained by the facts presented, is dismissed.
- Acme Cement Plaster Company v. Chicago & North Western Railway Company.* (18 I. C. C. Rep., 105.)
1370. Rates of the Chicago & North Western Railway Company on cement plaster in carloads from Norfolk, Nebr., to various points upon its Niobrara branch, when from beyond, found unreasonable, and reasonable maximum rates prescribed for the future. Reparation denied.
- E. Lauer & Son v. Southern Pacific Company.* (18 I. C. C. Rep., 109.)
1371. Reparation on interstate shipments of hardware and other commodities from certain California points to Alturas, Cal., denied for reasons given in the report.
- W. J. Jennison Company v. Great Northern Railway Company.* (18 I. C. C. Rep., 113.)
1372. Rail-lake-and-rail rate of 23 cents per 100 pounds on flour from Minneapolis, Minn., to New York, N. Y., found to be unreasonable in so far as it exceeds 21½ cents per 100 pounds.
- Wheeling Corrugating Company v. Baltimore & Ohio Railroad Company.* (18 I. C. C. Rep., 125.)
1373. Commodity rate on iron roofing, carloads, from Mississippi River to Nowata, Okla., found unreasonable to the extent it exceeded class rate. Reparation awarded.
- John A. Okerson v. Pennsylvania Railroad Company.* (18 I. C. C. Rep., 127.)
1374. Class rate held to be unreasonable in view of lower distance rate formerly in effect and lower commodity rate established after movement. Reparation awarded.
- Continental Lumber & Tie Company v. Texas & Pacific Railway Company.* (18 I. C. C. Rep., 129.)
1375. The rate on lumber and ties from certain points in Texas to El Paso, an average distance of 820 miles, was 25 cents per 100 pounds. Between the same points a proportional rate of 18 cents was maintained on pine lumber and pine-ties when destined to Arizona and New Mexico. Complainants shipped large numbers of oak ties from these points to Douglas, Ariz., on which, in the absence of a joint through rate, the Texas & Pacific Railway charged the lumber rate of 25 cents for its service up to El Paso. Upon complaints charging that the rate on oak ties was unreasonable in and to the

extent that it exceeded the proportional rate on pine ties, and demanding reparation on the basis of the difference; *Held*, That a rate on oak ties not exceeding the rate on oak lumber and yielding little over 6 mills per ton per mile can not be condemned as unreasonable or excessive for the Texas & Pacific line between Texarkana and El Paso; that reparation should be denied; and that the complaints should be dismissed.

Fred L. Cressey for J. H. Cressey & Company v. Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 132.)

1376. Complainant awarded reparation on account of failure of initial carrier to route traffic as directed.

George S. Loftus v. Pullman Company. (18 I. C. C. Rep., 135.)

On complaint challenging lawfulness of first-class sleeping-car rates between St. Paul, Minn., and certain other points; *Held*:

1377. The present rate of \$2 for the use of a lower berth in a first-class sleeping car from St. Paul to Chicago not found unreasonable; rate for the upper berth reduced to \$1.50.

1378. The present rate of \$1.50 for the use of a lower berth in a first-class sleeping car from St. Paul to Superior, Wis., not found unreasonable; rate for the upper berth reduced to \$1.10.

1379. The present rate of \$12 for the use of a lower berth in a first-class sleeping car from St. Paul to Seattle reduced to \$10; rate for the upper berth reduced to \$8.50.

1380. The present rate of \$2 for the use of a lower berth in a first-class sleeping car from St. Paul to Fargo, N. Dak., reduced to \$1.50; rate for the upper berth reduced to \$1.10.

1381. The present rate of \$2 for the use of a lower berth in a first-class sleeping car from St. Paul to Grand Forks, N. Dak., not found unreasonable; rate for the upper berth reduced to \$1.50.

Racine-Sattley Company v. Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 142.)

1382. Rule in Western Classification providing that shipments which are not marked in accordance with the requirements of the classification shall be subject to a rating one class higher than that otherwise applicable found unreasonable. Reparation awarded.

Milburn Wagon Company v. Lake Shore & Michigan Southern Railway Company. (18 I. C. C. Rep., 14.)

1383. Reparation awarded on shipments which moved under joint through rates that were in excess of the combination rates via the same routes.

1384. Reparation awarded on account of an unreasonable rate used in making up combination rate.

1385. Reparation denied in case in which shipment moved on combination of a rail rate that is filed with the Commission and a water rate that is not so filed.

Stevens Grocer Company v. Grand Rapids & Indiana Railway Company. (18 I. C. C. Rep., 147.)

1386. Rate on dried beans, L. C. L., from Grand Rapids, Mich., to Newport, Ark., found to be unreasonable. Reparation awarded.

J. R. Jones v. Southern Railway Company. (18 I. C. C. Rep., 150.)

1387. Rule which provides that charges on an L. C. L. shipment that is too long to be loaded through the side door of a box car 36 feet in length will be assessed on a minimum weight of 4,000 pounds found to be unreasonable.

Copper Queen Consolidated Mining Company v. Baltimore & Ohio Railroad Company. (18 I. C. C. Rep., 154.)

Complainants, who smelt copper, shipped coke on joint through rates from the ovens in the West Virginia-Pennsylvania fields to El Paso and Globe, which joint through rates were not in excess of the rates from the ovens to Chicago plus the rates from Chicago to the destinations named. Complainants did not attack the reasonableness of the joint through rates, either those under which the shipments moved or the higher rates now in effect, but charged that

because the carriers maintained two rates on coke from the ovens to Chicago, the higher rate applying on coke generally and the lower on coke for smelting iron from the ores, and because the carriers east of Chicago received as their proportion of the joint through rates named an amount equal to the higher rate up to Chicago, that thereby they, the complainants, had been unjustly discriminated against, that the higher rate on coke to Chicago was unjust and unreasonable to the extent of the difference between the rates, and that therefore they were entitled to reparation in the amount of such difference on shipments made by them;
Held:

1388. That the joint through rates from the ovens to El Paso and Globe were units or entireties.
1389. That complainants not alleging any violation of the act by reason of the defendants charging such joint through rates can not be permitted to attack the separate divisions of such joint through rates accruing to the various carriers.
1390. That the reparation authorized by the act is for damages or injuries suffered by a complainant, and this Commission will not award reparation where the whole conduct of a case shows that the demand is not based upon a real damage or injury suffered by a shipper.

Stone-Ordean-Wells Company v. Philadelphia, Baltimore & Washington Railroad Company. (18 I. C. C. Rep., 160.)

1391. A Baltimore & Ohio tariff in error named Ridgely, Md., as a point reached by its line in connection with a boat line. This boat line had gone out of existence, and complainant had notice that the point was not in fact reached by the rail line. Nevertheless, complainant ordered shipment made via that rail line, and a charge higher than if the shipment had traveled via another route was exacted; *Held*, That no reparation under the circumstances can be awarded.

Windsor Turned Goods Company v. Chesapeake & Ohio Railway Company. (18 I. C. C. Rep., 162.)

1392. Reparation awarded under joint through rates that exceeded the combinations on Detroit.

Brunswick-Balke-Collender Company v. Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 165.)

1393. Reparation awarded because of assessment of unreasonable charges caused by the application of an unjust rule as to minimum weights on certain shipments of partitions, marble slabs, and other articles loaded into a box car.

Utica Traffic Bureau v. New York, Ontario & Western Railway Company. (18 I. C. C. Rep., 168.)

1394. Out of defendant's charge of 30 cents per ton for switching carloads of coal from the New York Central tracks at Utica, N. Y., to the Utica Steam & Mohawk Valley Cotton Mill in that city, which is alleged by complainant to be unreasonable, the Lehigh Valley and New York Central, which transport the coal from Bernice, Pa., at a rate of \$1.50 per gross ton, absorb switching charges to the extent of \$5 per car, and the amount of switching charges assessed upon the 394 cars mentioned in the complaint in excess of the \$5 per car absorbed by the line carriers averaged \$2.95 per car; *Held*, That the switching tariff, in connection with the tariff of the line carriers, in effect names a through rate from the mine to the mill; that the shipper can complain only of so much of the switching charge as he is required to pay; and that the amount actually paid, averaging \$2.95 per car, is not found to be unreasonable for the service performed.

Roach & Seeber Company v. Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 172.)

1395. Rate of 15 cents per 100 pounds on butter boxes from Milwaukee to Waterloo, Wis., as applied to interstate shipments, found to be unreasonable. Rate on this commodity for the future should not exceed 9 cents per 100 pounds. Reparation awarded.

Wells-Higman Company *v.* St. Louis, Iron Mountain & Southern Railway Company. (18 I. C. C. Rep., 175.)

1396. Complaint dismissed because the aggregate charges upon which it was based were incurred by the deliberate action of complainant and because the record does not show facts upon which the Commission could determine what would have been reasonable rates at the times the movements occurred.

Friend Paper Company *v.* Cleveland, Cincinnati, Chicago & St. Louis Railway Company. (18 I. C. C. Rep., 178.)

1397. Award of reparation for demurrage charges on the ground of unjust discrimination disallowed upon the facts disclosed by the record.

Southern Cotton Oil Company *v.* Louisville & Nashville Railroad Company. (18 I. C. C. Rep., 180.)

1398. The initial carrier having quoted a published rate on cotton linters, issued bills of lading showing that rate, but neglected to advise the complainant that it was applicable only on shipments moving under a released valuation, and charges were consequently collected at a higher rate; *Held*, That under these circumstances the defendants had reasonable notice of the shipper's desire to have the benefit of the lower rate, and it was the duty of the defendants to have secured the shipper's signature to the released-valuation clause. Reparation awarded.

H. Lorleburg Company *v.* New York, Chicago & St. Louis Railroad Company. (18 I. C. C. Rep., 183.)

1399. Rates assessed on four shipments of gasoline stoves and parts from Lorain, Ohio, to Oconomowoc, Wis., and on nine shipments of radiators, hot-water heaters and parts from Detroit, Mich., to Oconomowoc, Wis., found unreasonable. Reparation awarded.

S. H. Knox *v.* Wabash Railroad Company. (18 I. C. C. Rep., 185.)

1400. Rule in Official Classification providing that articles too long to be loaded in a standard 36-foot box car through the side door thereof shall be charged at actual weight, subject to a minimum charge on the basis of 4,000 pounds, found unreasonable and reparation awarded.

T. B. Littell *v.* St. Louis Southwestern Railway Company. (18 I. C. C. Rep., 187.)

1401. The through fares between Cairo, Ill., and Waco, Tex., having been reduced pending a contest in the courts as to the validity of the 2-cent-per-mile legislation in Arkansas and Missouri, were later restored when the enforcement of those statutes was enjoined. Because of its unusual size and the complications involved the defendants were unable to reprint the schedule showing the restored north-bound fares until some weeks after the south-bound fares had been raised to their former level; *Held*, That although the complainant, under these circumstances, had enjoyed the advantage of the lower rate on the north-bound journey, that fact affords no just ground for giving him the advantage of a like rate on the south-bound journey. Reparation denied and complaint dismissed.

Spreckels Brothers Commercial Company *v.* Monongahela Railroad Company. (18 I. C. C. Rep., 190.)

1402. In case No. 2373 on a claim for reparation on two carload shipments of coke from Leckrone, Pa., to Los Angeles, Cal., it appears that the shipper directed the routing; *Held*, That under such circumstances no reparation should be awarded.

1403. In case No. 2407 it is established that the Pennsylvania Railroad Company misrouted a carload shipment of coke from West Brownsville, Pa., to Los Angeles, Cal. Carrier required to make reparation.

Hollingshead & Blei Company v. Pittsburg & Lake Erie Railroad Company. (18 I. C. C. Rep., 193.)

1404. Direction by a shipper that a shipment be sent from Cleveland, Ohio, to Menominee, Mich., all rail, does not impose on carriers the duty of transporting such shipment via an across-lake route, when both rates are shown in the tariff, although via the latter route a lower rate is applicable.

Sage & Company v. Illinois Central Railroad Company. (18 I. C. C. Rep., 195.)

1405. Demurrage charges alleged to have been unreasonable found to have been rightfully collected under the circumstances.

F. R. Penn Tobacco Company v. Old Dominion Steamship Company. (18 I. C. C. Rep., 197.)

1406. The Commission again expresses its appreciation of the importance of the principal that a reduction in rates, standing by itself and unaccompanied by other facts of convincing character, ought not to be accepted either as proving or necessarily tending to prove that previous higher rates were unreasonable; and also its appreciation of the principle that carriers ought not to be discouraged in their efforts to meet the views of shippers by making rate reductions and then being compelled to pay reparation on previous shipments on the basis of the lower new rate.

1407. When, however, the rate actually collected on raw sugar from New York to Reidsville, N. C., is conceded by the defendants to have been "relatively out of line" and "wrong," when considered in connection with the rate then in effect to Winston-Salem and Martinsville, Reidsville being shortly thereafter grouped with those two points under a common rate even lower than the rate collected, the Commission is forced to the conclusion that the latter rate was unreasonable and excessive. Reparation awarded.

W. P. Fuller & Company v. Southern Pacific Company. (18 I. C. C. Rep., 202.)

1408. Tariff rate of \$1.25 per 100 pounds was correctly applied by defendants on complainant's shipments of "rough-rolled, ribbed, or wired skylight glass." Complainant's contention that correct rate should have been \$1.10 per 100 pounds under the tariff for "skylight glass, n. o. s." not sustained. Complaints dismissed.

Forest City Freight Bureau v. Ann Arbor Railroad Company. (18 I. C. C. Rep., 205.)

1409. Following *Association of Union Made Garment Mfrs. of America v. C. & N. W. Ry. Co.*, 16 I. C. C. Rep., 405, the Commission will not order reduction in classification rating on horse blankets.

Houston Structural Steel Company v. Wabash Railroad Company. (18 I. C. C. Rep., 208.)

1410. Rule in Western Classification applying first class rate and minimum of 5,000 pounds to articles too large to be loaded through the side door of a 36-foot box car, or too long to be loaded through the end window thereof, found unreasonable when applied to the shipment of structural steel in this case. Reparation awarded.

E. P. Dobbs v. Louisville & Nashville Railroad Company. (18 I. C. C. Rep., 210.)

1411. Complainant shipped three carloads of canned peaches from Oakhurst, Ga., to Marietta, Ga., and from thence rebilled one car to Lexington, Ky., and two cars to Cincinnati, Ohio; *Held*, That the movement from Oakhurst to Marietta was an intrastate movement. Reparation denied.

American Creosote Works (Ltd.) v. Illinois Central Railroad Company. (18 I. C. C. Rep., 212.)

1412. When advised that complainant had entered into a contract under which ties were moving on a rate in effect defendants canceled said rate; *Held*, That complainant was directly damaged thereby in the matter of car supply. Following the doctrine in *Washer Grain Co. v. M. P. Ry. Co.*, 15 I. C. C. Rep., 147, and *Joynes v. P. R. R. Co.*, 17 I. C. C. Rep., 361, no reparation will be awarded.

1413. Rate charged for the movement of ties from New Orleans to East St. Louis found to be unreasonable and unjustly discriminatory. Reparation awarded.

1414. The difference in the charge for switching at Carbondale, Ill., and New Orleans, La., found not to be unjustly discriminatory.

1415. Practice of defendants of charging complainant a rate per 100 pounds while at the same time according to others a rate under which the weight of a tie was estimated at 100 pounds per tie, found to be unreasonable and unjustly discriminatory. Reparation awarded.

J. H. Wilson Saddlery Company *v.* Colorado & Southern Railway Company. (18 I. C. C. Rep., 220.)

1416. Claim for reparation on less-than-carload shipments of harness leather in boxes, rolls, and bundles denied. Rate charges not found to be unreasonable.

International Harvester Company of America *v.* Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 222.)

1417. Complaint alleging the collection of unreasonable charges on shipments of agricultural implements from Chicago, Ill., to Black Earth and Mauston, Wis., dismissed because of incompleteness of record.

William K. Noble *v.* Vicksburg, Shreveport & Pacific Railway Company. (18 I. C. C. Rep., 224.)

1418. Rate on coiled elm hoops, carloads, from Tullulah, La., to Lime City, Tex., found to be unreasonable. Reparation awarded.

G. W. Ryan *v.* Great Northern Railway Company. (18 I. C. C. Rep., 226.)

1419. Through class rate in excess of combination of locals found to be unreasonable and unjust. Reparation awarded. Rate for the future fixed.

Marshall & Michel Grain Company *v.* St. Louis & San Francisco Railroad Company. (18 I. C. C. Rep., 228.)

1420. Previous report and order were based upon admissions by defendants which, upon further investigation, were found to have been inaccurate and incorrect. Previous order rescinded and new order in accord with the facts entered.

Southern Timber & Land Company *v.* Southern Pacific Company. (18 I. C. C. Rep., 232.)

1421. Rate applied on hub blocks from Wills Point, Tex., to Stockton, Cal., found unreasonable, and the subsequently established lower rate prescribed for the future. Reparation awarded.

Schultz-Hansen Company *v.* Southern Pacific Company. (18 I. C. C. Rep., 234.)

Complaint alleges that charges made by defendants for loading and unloading carload freight are unreasonable and discriminatory; *Held:*

1422. That defendants' rules are improper and do not conform to the requirements of the law.

1423. That it is not unlawful to assess a reasonable charge for loading or unloading, or for assisting in loading or unloading, carload freight, provided the service to be rendered and the charge to be assessed are clearly stated in tariff.

1424. That carrier must have the right to unload carload shipment and release its equipment when consignee has neglected to unload within the free time provided in carrier's tariff, and that carrier may not, because of consignee's neglect, be required to perform that service without reasonable compensation therefor. The rule and practice in this regard must, however, be nondiscriminatory.

1425. That defendants' rules are not unduly discriminatory because they provide for loading and unloading without charge carload shipments of specified commodities at specified points where peculiar conditions obtain.

1426. That defendants must cease and desist from performing services for consignors or consignees in connection with shipments and from assessing charges for such services, except as such services and charges are clearly provided for in their tariffs.

Glavin Grain Company v. Chicago & North Western Railway Company. (18 I. C. C. Rep., 241.)

1427. Defendants' rate on corn in carloads applied to complainant's shipment found unreasonable and the lower rate now in effect prescribed for the future. Reparation awarded.

Kiel Woodenware Company v. Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 242.)

1428. By supplement to its tariff defendant limited the application of a rate of \$2.50 per 1,000 feet on logs from certain points to Kiel, Wis., to sawed logs 10 feet or more in length, the rate having previously had no limitation in that respect, and by reason of failure to post said supplement as required by the act, complainant was not advised of the change in rate and on certain shipments of logs made by it the rate was corrected to 4 cents per 100 pounds. It is admitted that had complainant been informed of the change in rate, it could and would have sawed the logs in length to which the \$2.50 rate was applicable; *Held*, That the Commission may award reparation in the amount of the difference between the rate exacted from complainant and the rate under which the traffic would have been forwarded had defendant not failed to post its tariff.

Delray Salt Company v. Detroit, Toledo & Ironton Railway Company. (18 I. C. C. Rep., 245.)

1429. Rate charged complainant on shipments of salt from Detroit to Memphis was the correct tariff rate and not found unreasonable.

Delray Salt Company v. Michigan Central Railroad Company. (18 I. C. C. Rep., 247.)

1430. Reparation awarded on complainant's shipment of salt from Detroit, Mich., to Patricksburg, Ind.

Delray Salt Company v. Michigan Central Railroad Company. (18 I. C. C. Rep., 248.)

1431. Reparation awarded against initial carrier for misrouting complainant's shipment of salt transported from Detroit, Mich., to Houston, Miss.

Platten Produce Company v. Kalamazoo, Lake Shore & Chicago Railway Company. (18 I. C. C. Rep., 249.)

1432. Reparation awarded because of erroneous routing of shipment of grapes transported from Paw Paw, Mich., to Green Bay, Wis.

Alexander Sprunt & Son v. Seaboard Air Line Railway. (18 I. C. C. Rep., 251.)

1433. Finding that many of its through rates on cotton to Wilmington, N. C., exceeded the sum of its local rates on Columbia, S. C., the defendant made a general readjustment involving substantial increases, among other points, from North and Olar, S. C. Within six weeks the former rate from each point, which had been in effect for eight years or longer, was restored and subsequently remained in effect for nearly a year. Complainants having shipped cotton during the interval are awarded reparation on the basis of the restored rates.

Royal Metal Manufacturing Company v. Chicago Great Western Railroad Company. (18 I. C. C. Rep., 255.)

1434. The evidence establishes that complainant was overcharged on two carload shipments of folding chairs from Chicago, Ill., to St. Joseph, Mo., for which defendant should make reparation without order.

William Rotsted Company v. Chicago & North Western Railway Company. (18 I. C. C. Rep., 257.)

1435. Reparation awarded for unreasonable charges on a mixed shipment of oats and flaxseed screenings in bulk.

Delray Salt Company *v.* Pennsylvania Railroad Company. (18 I. C. C. Rep., 259.)

1436. Defendants' present rate on rock salt from Cuylerville, N. Y., to Detroit, Mich., found unreasonable and unjustly discriminatory, and reasonable rate prescribed for the future. Reparation awarded.

H. Rosenblatt & Sons *v.* Chicago & North Western Railway Company. (18 I. C. C. Rep., 261.)

1437. Through rates exacted on shipments of cotton drills, cotton-duck cloth, and overalls and jackets, from Wheeling, W. Va., Cincinnati, Ohio, and Michigan City, Ind., to Beloit, Wis., exceeded the combinations on Chicago and are found unreasonable. Reparation awarded.

1438. A shipment from Fort Wayne to Beloit, described in the complaint and shipping papers as cotton piece goods, consisted of "triplex cloth," which is composed of cotton cloth and cotton shoddy, held together with a composition of rubber; *Held*, That the cotton-piece-goods rate was not legally applicable thereon, and until the complainant pays the lawfully published rate, the Commission will express no conclusion as to the reasonableness of the rate or charges.

Vulcan Steam Shovel Company *v.* Missouri Pacific Railway Company. (18 I. C. C. Rep., 265.)

1439. The initial carrier herein ordered to establish for the transportation of the parts of a steam shovel necessary to make a complete article, when loaded in a car furnished by the carrier, accompanying a steam shovel hauled on its own wheels or on trucks furnished by shipper, on one bill of lading from one consignor to one consignee, a rate not higher than the rate on the steam shovel hauled on its own wheels.

Delray Salt Company *v.* Michigan Central Railroad Company. (18 I. C. C. Rep., 268.)

1440. Rates on salt from Detroit, Mich., to Buffalo, N. Y., and New York City found unreasonable and lower rates for the future established.

Utica Traffic Bureau *v.* New York Central & Hudson River Railroad Company. (18 I. C. C. Rep., 271.)

1441. Complaint alleges undue discrimination and prejudice against complainant because of the withdrawal of certain assistance in unloading carload freight, formerly rendered by defendants under a rule which provided that such assistance would be rendered at the carrier's "convenience." On the record, and following, *Wholesale Fruit & Produce Asso. v. A., T. & S. F. Ry. Co.*, 17 I. C. C. Rep., 596, complaint dismissed.

Southern Cotton Oil Company *v.* Atlantic Coast Line Railroad Company. (18 I. C. C. Rep., 275.)

1442. Rate on cottonseed hulls from Fayetteville, N. C., to Cartersville, Ga., found to be unreasonable, and reparation awarded. Maintenance of rate ordered.

Consumers' Ice Company *v.* Atchison, Topeka & Santa Fe Railway Company. (18 I. C. C. Rep., 277.)

1443. Complaint seeks reparation on the ground that rate on slack coal was for a time higher to El Paso than to a near-by intermediate point, and higher than a subsequently established rate to El Paso. Neither discrimination resulting in damage to complainant nor unreasonableness *per se* in rate are found. Complaint dismissed.

J. I. Lamb Company *v.* Michigan Central Railroad Company. (18 I. C. C. Rep., 279.)

1444. Reparation denied upon a shipment of grapes from South Haven, Mich., to La Crosse, Wis.

In the matter of the substitution of tonnage at transit points. (18 I. C. C. Rep., 280.)

1445. The various investigations held by the Commission in regard to the matter of the substitution of tonnage at transit points have failed to demonstrate that the Commission's Rule No. 76 of Tariff Cir-

cular 17-A, relative to substituting tonnage at transit point was too strict; but they have demonstrated that the various practices outlined in the report herein have resulted in the violation of published rates, to the injury of shippers not taking advantage of such practices. Continuance of such abuses will compel the Commission to resort to criminal prosecutions, including both shippers and carriers, to secure obedience to the law.

- 1446. The Commission does not condemn the transit privileges as such, but holds that the responsibility for safeguarding and policing the transit privileges, to the end that the lawfully published rate shall be collected, rests entirely upon carriers; shippers, however, will not be excused in any case where they defeat published rates by any abuse of transit privileges. The duty of shippers to pay published rates is precisely the same as the duty of carriers to collect such rates.
- 1447. It is the duty of shippers to submit to all necessary policing of their shipments if they desire to enjoy transit privileges, and they may also fairly be required to certify that shipments offered by them are entitled to go forward upon the transit rates.
- 1448. If carriers will join in the cancellation of the arrangements which they have built up for the purpose of withholding business from each other they will be relatively as well off as they are now, while the elimination of these arrangements will decrease their expense of bookkeeping and supervision and will be for the benefit of all the industries affected.
- 1449. If the carriers will yield somewhat in the matter of local rates to and from transit points, it will be possible to make such rates equal to the present published transit rates in many cases without serious loss of income to the carriers.

Ohio Iron & Metal Company v. Wabash Railroad Company. (18 I. C. C. Rep., 299.)

- 1450. An erroneous statement of defendants' agent resulting in the shipment moving over the lines of defendants at a rate higher than that in force via another route does not entitle the complainant to an award of reparation. Complaint dismissed.

H. B. Maris v. Southern Pacific Company. (18 I. C. C. Rep., 301.)

- 1451. Defendants' prior rate of 85 cents per 100 pounds for the transportation of hard-wood lumber in carloads from various points along and west of the Mississippi River to San Francisco, Cal., and other Pacific terminals, found unreasonable; their present rate of 75 cents per 100 pounds for such transportation held reasonable. Reparation awarded in certain cases.

White Brothers v. Southern Pacific Company. (18 I. C. C. Rep., 308.)

- 1452. As there is not sufficient evidence of record in these cases to warrant finding that the through rates charged were unreasonable, reparation is denied.

Associated Jobbers of Los Angeles v. Atchison, Topeka & Santa Fe Railway Company. (18 I. C. C. Rep., 310.)

- 1453. Charge of \$2.50 per car exacted for delivering and receiving carload freight to and from industries located upon spurs and sidetracks within carriers' switching limits found unlawful when such carload freight is moving incidentally to a system-line haul; charge found not unlawful when such carload freight is moving incidentally to a foreign-line haul.
- 1454. The spurs and sidetracks which connect industries with a carrier's rails within switching limits found to constitute a portion of the carrier's terminal facilities.
- 1455. The delivery of a car upon an industrial siding found to be a substitute for delivery upon public team tracks, and, no additional service being involved, can not be made the basis for an additional charge.

Pacific Coast Jobbers' & Manufacturers' Association v. Southern Pacific Company. (18 I. C. C. Rep., 333.)

1456. Charge of \$2.50 per car exacted for delivering and receiving carload freight to and from industries located upon spurs and sidetracks within carriers' switching limits found unlawful when such carload freight is moving incidentally to a system-line haul; charge found not unlawful when such carload freight is moving incidentally to a foreign-line haul. *Associated Jobbers of Los Angeles v. A., T. & S. F. Ry. Co.*, ante, p. 310, followed.

Winona Carriage Company v. Pennsylvania Railroad Company. (18 I. C. C. Rep., 334.)

1457. Complainant made less-than-carload shipments of bar steel over defendants' lines from Johnstown, Pa., via Chicago, Ill., to Winona, Minn., for which the rate for through less-than-carload shipments was charged. It appears that a combination rate made up of the less-than-carload rate to Chicago plus the carload rate from Chicago would be less than the through less-than-carload rate. Upon complaint requesting reparation upon the basis of the combination of the less-than-carload rate and the carload rate; *Held*, That the case presented does not disclose a typical through rate in excess of the combination of locals such as has been condemned in general terms by the Commission. Complaint dismissed.

Zang Brewing Company v. Chicago, Burlington & Quincy Railroad Company. (18 I. C. C. Rep., 337.)

1458. Exaction of second-class rate of \$1.45 per 100 pounds on wooden bungs, l. c. l., found to be unreasonable to the extent that it exceeded fourth-class rate of 92 cents on articles of similar character and greater value. Reparation awarded.
1459. Charge assessed on mixed-carload shipment of iron hoops, staves, headings, and one keg of staples, constituting beer kegs and hogsheads, knocked down, found to be unreasonable to the extent that it exceeded rate on beer kegs and hogsheads, set up. Reparation awarded.

Anderson, Clayton & Company v. Chicago, Rock Island & Pacific Railway Company. (18 I. C. C. Rep., 340.)

1460. The complaint alleges that the Traders' Compress Company imposes certain charges for applying owners' or shippers' patches to cotton bales in their compression and for storage on cotton remaining in the compress at concentration points after the expiration of fifteen days, and that every service performed in connection with the cotton from the point of origin to destination, including the services so charged for by the compress company, are included in the through rate, and an obligation rests upon the carriers to protect the owners or shippers against such charges; *Held*, That the facts shown do not justify any order against defendant carriers; that the carriers have the right to compress cotton in transit; that they have the right to grant or allow shippers or owners the privilege of concentrating uncompressed cotton at designated compresses on their lines for such treatment as such shippers or owners may desire to give, with the right of such shippers or owners to deliver the cotton back to the carriers for transportation to interstate or foreign destinations at the through rate from points of origin.

A. Coors v. Southern Pacific Company. (18 I. C. C. Rep., 352.)

1461. Defendants' rate on bottle caps from Baltimore, Md., to Denver, Colo., under the facts disclosed by the record, not found to be unreasonable. Reparation denied.

C. A. Lammers Bottling Company v. Baltimore & Ohio Railroad Company. (18 I. C. C. Rep., 354.)

1462. For reasons given in the *Coors case*, ante, p. 352, complaint herein dismissed.

Charles R. Lull & Company v. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. (18 I. C. C. Rep., 355.)

1463. Complainant shipped bran from Minneapolis, Minn., to Amherst, Wis., which on arrival consignee refused to accept. Complainant instructed defendant to transport shipment back to Marshfield, Wis., which was done, and charges made for each haul. Upon complaint that charge for only one haul should be made; *Held*, That the transportation from Amherst to Marshfield was a back haul and did not come within the reconsignment privilege named in defendant's tariff. Complaint dismissed.

Gamble Robinson Commission Company v. Chicago, Burlington & Quincy Railroad Company. (18 I. C. C. Rep., 357.)

1464. Agent of initial carrier not found, under the facts, to have misrouted complainant's shipment of grapes. Complaint dismissed.

Kentucky Wagon Manufacturing Company v. Illinois Central Railroad Company. (18 I. C. C. Rep., 360.)

1465. A water competitive rate was increased and shortly thereafter was restored; *Held*, That the rate was forced down by water competition. Reparation denied.

H. Gund & Company v. Chicago, Burlington & Quincy Railroad Company. (18 I. C. C. Rep., 364.)

1466. Complainant asks reparation upon all grain passing through its country elevators at interior points in the state of Nebraska, which grain was shipped through Missouri River points to eastern destinations, upon the ground that an elevation allowance was made by defendant to complainant's competitor for "elevation-in-transit" at Nebraska City, a Missouri River point; *Held*, That reparation will not at this time be awarded.

National Manufacturing Company v. Chicago Great Western Railway Company. (18 I. C. C. Rep., 370.)

1467. An initial carrier may be negligent when, after a shipment has started on its journey, it upon request fails to divert a shipment (moving on routing instructions furnished by the shipper) so that a lower rate may be availed of. But there is a primary and a greater duty of all the carriers named in the routing instructions to have reasonable rates in effect; and if they fail, reparation will be given upon that ground rather than for the negligence of the initial line in failing to divert the shipment and which failure resulted in having the shipment moved in conformity to the routing instructions.

A. S. Block & Company v. Louisville & Nashville Railroad Company. (18 I. C. C. Rep., 372.)

1468. Carload rates on strawberries from Pomona and Humboldt, Tenn., to St. Louis, Mo., are the same. 308 crates were shipped from Pomona to St. Louis, but were stopped en route at Humboldt, where 217 additional crates were placed in the car for transportation to St. Louis. The carrier charged the sum of the rates based on Humboldt, which were an any-quantity rate to Humboldt and a carload rate beyond; *Held*, That, since the carload rate was the same from Pomona and Humboldt, the rate was unreasonable in so far as it exceeded the rate from Humboldt. Reparation awarded.

Sackett Plaster Board Company v. Buffalo, Rochester & Pittsburg Railway Company. (18 I. C. C. Rep., 374.)

1469. Complaint herein is directed against the relation of rates between plaster and plaster board from Garbutt, N. Y., to points in New York, Pennsylvania, and New England, but particularly from Garbutt to New York City; *Held*, That the present relation complained of wherein plaster board takes a much higher rate per ton than plaster results in unjust discrimination against and unreasonable rates for plaster board, and the difference between the rates on the two commodities ordered to be reduced.

1470. Defendants will be expected to adjust their rates to other destinations substantially on the relative basis herein prescribed on shipments to New York and points taking the same rates.

1471. The case will be held open to enable the carriers to readjust their rates in accordance with these findings and to allow the complainant to submit proofs as to reparation.

Acme Cement Plaster Company *v.* St. Louis & San Francisco Railroad Company. (18 I. C. C. Rep., 376.)

1472. The limitation clause contained in the act to regulate commerce does not cease to run against the claim involving reparation for the charging of an excessive rate between two points when an informal complaint is filed asking a refund of an intermediate switching charge, when the informal complaint nowhere asks relief in respect to the rate.

Townley Metal & Hardware Company *v.* Chicago, Rock Island & Pacific Railway Company. (18 I. C. C. Rep., 378.)

1473. Complainant shipped a carload of woven-wire fence over various lines upon a joint rate from Richmond, Ind., to Billings, Okla., at which place it was reconsigned to Wichita, Kans. The complainant contends that a reconsignment contained in a local tariff of the delivering carrier should have been the measure of the rate applied from Billings to Wichita; *Held*, That the tariff containing the joint rate established and controlled the reconsignment privilege, and that, as it did not apply to the shipment, reparation must be denied.

Fred. G. Clark Company *v.* Buffalo & Susquehanna Railway Company. (18 I. C. C. Rep., 380.)

1474. Rate on oil in tank cars from Stanards, N. Y., to Struthers, Pa., found to be unreasonable. Reparation awarded.

George Henley *v.* Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 382.)

1475. Complaint in fact involves two separate shipments. One was intra-state and one is barred by the statute of limitations. Complaint dismissed.

Chatfield Manufacturing Company *v.* Louisville & Nashville Railroad Company. (18 I. C. C. Rep., 385.)

1476. Rate of 19 cents per 100 pounds held to be reasonable on roofing paper and materials from Carthage, Ohio, to Nashville, Tenn. Reparation awarded.

Willamette Pulp & Paper Company *v.* Northern Pacific Railway Company. (18 I. C. C. Rep., 388.)

1477. Rate of 80 cents per 100 pounds actually applied on several shipments of print paper from Sartells, Minn., to Los Angeles, Oakland, and San Francisco, Cal., found unreasonable to the extent that it exceeded 75 cents per 100 pounds. Reparation awarded.

National Refining Company *v.* Atchison, Topeka & Santa Fe Railway Company. (18 I. C. C. Rep., 389.)

1478. Reparation allowed on shipments of petroleum and its products from Coffeyville, Kans., to Enid, Okla., following *State of Oklahoma v. C., R. I. & P. Ry. Co.*, 15 I. C. C. Rep., 42.

C. E. Ferguson Saw Mill Company *v.* St. Louis, Iron Mountain & Southern Railway Company. (18 I. C. C. Rep., 391.)

1479. Rate on cypress and yellow-pine lumber from Woodson and Little Rock, Ark., to Memphis, Tenn., of 14 cents per 100 pounds, found to be unreasonable and a rate of 10 cents established for the future.

C. E. Ferguson Saw Mill Company *v.* St. Louis, Iron Mountain & Southern Railway Company. (18 I. C. C. Rep., 396.)

1480. Rates on cypress lumber from Little Rock and Woodson, Ark., to points in Oklahoma, Kansas, and Missouri found to be unreasonable in so far as they exceed the rates now in effect from points in the zone extending from Memphis, Tenn., to Wynne, Ark., which rates are prescribed for the future.

Colorado Bedding Company *v.* Chicago, Burlington & Quincy Railroad Company. (18 I. C. C. Rep., 401.)

1481. Reparation awarded on shipments of compressed cotton from St. Louis, Mo., to Pueblo, Colo.

Colorado Bedding Company *v.* Chicago, Burlington & Quincy Railroad Company. (18 I. C. C. Rep., 403.)

1482. Reparation denied on a shipment of cotton linters from Memphis, Tenn., to Pueblo, Colo.

Andy's Ridge Coal Company *v.* Southern Railway Company. (18 I. C. C. Rep., 405.)

1483. Complaint involves relative rates on coal from the Coal Creek field in Tennessee to Nashville, Tenn., Carolina territory, and Georgia and Florida territory, as compared with rates on coal from the Appalachia field, in Virginia, to the same destinations; *Held*, That the present rates from the Coal Creek field to Nashville and to the Georgia and Florida territory unduly discriminate against complainants, but that the contention of complainants for an increase in the differential from the Coal Creek field through Morristown to the Carolina territory must be denied.

Ocheltree Grain Company *v.* Texas & Pacific Railway Company. (18 I. C. C. Rep., 412.)

1484. On a carload of corn shipped from Ninnekah, Okla., to Lettsworth, La., a combination rate of 45 cents was charged, which exceeded by $13\frac{1}{2}$ cents the through rate to New Orleans plus the arbitrary of 2 cents customarily applied on shipments to Lettsworth and points in that territory. Reparation awarded.

Tioga Coal Company *v.* Chicago, Rock Island & Pacific Railway Company. (18 I. C. C. Rep., 414.)

1485. Demurrage charges collected on one box-car loader shipped from Ottumwa, Iowa, to Tioga, Colo., were without warrant of tariff authority and therefore wrongfully imposed. Reparation awarded.

E. E. Saunders and T. E. Welles, doing business as E. E. Saunders & Company, *v.* Southern Express Company. (18 I. C. C. Rep., 415.)

1486. For many years the fish dealers of Pensacola, Fla., and Mobile, Ala., have been strong competitors in the Alabama markets, the defendant's express rates from both points to those markets having been the same, although the mileage from Pensacola in most instances is less. On September 15, 1907, the Alabama Railroad Commission, against the defendant's protest, reduced the rates from Mobile about one-half, the rates from Pensacola remaining unchanged.

1487. Upon general principles of comity the action of a state commission in fixing rates on State traffic must be treated with all due respect, but this Commission has never felt itself bound to accept a state-made rate as a necessary measure of an interstate rate. Without criticising the state commission rates from Mobile, this Commission, in the light of the record and its own investigations, finds itself unable to accept the Alabama rates as a fair and reasonable basis for fixing the defendant's rates to the same points from Pensacola.

1488. The defendant is one concern and one instrument of commerce operating across the invisible lines that separate the several States in its territory from one another. Its obligations as a common carrier are legitimately fulfilled only when it serves its whole constituent public upon substantially similar terms when the transportation conditions are substantially similar; the carriage of traffic by a common carrier for one set of shippers at less rates than it carries the same traffic for a like distance under substantially similar circumstances and conditions for another set of shippers is in contravention of fundamental right and justice; but the discrimination against Pensacola resulting from the state-made rates from Mobile is a situation that the Commission finds it difficult to remedy under existing statutes.

1489. Whether the Congress may constitutionally control the rates exacted on state traffic by interstate carriers is suggested as a question of public interest and of public policy, but is not a matter that may profitably be discussed by the Commission in this proceeding.

Sunderland Brothers Company v. Missouri, Kansas & Texas Railway Company. (18 I. C. C. Rep., 425.)

1490. It lies in the power of carriers to protect their revenues by fixing in the manner provided by law minimum weights for their carload rates. In the absence of a published minimum the carload rate, if it makes less than the l. c. l. rate, must be applied upon the actual weight, when the car is demanded and loaded by the shipper and tendered and otherwise handled as a carload shipment.

E. F. Rose v. Boston & Albany Railroad Company. (18 I. C. C. Rep., 427.)

1491. Defendants' less-than-carload rate on motorcycles from certain points in the East and the Middle West to the Pacific coast terminals found unreasonable and reasonable rate thereon prescribed for the future. Reparation denied.

L. W. Blinn Lumber Company v. Southern Pacific Company. (18 I. C. C. Rep., 430.)

1492. The statutory period of two years within which this Commission has jurisdiction to award damages arising from violations of the act to regulate commerce runs from the time when a shipment is delivered and when it becomes the legal duty of the carrier to collect its lawful charges.

1493. From the time of delivery of a shipment the obligation rests upon the carrier to collect, and upon the shipper to pay, the lawfully established tariff rate, and neither carrier nor shipper may be allowed, by refusal to observe the law's requirements, to extend the period within which relief may be obtained from the Commission.

1494. A carrier's unlawful waiver of collection can not be allowed to expand the shipper's legal rights.

1495. Complainant seeks reparation for the collection of alleged unreasonable charges upon two carloads of mining timbers shipped from San Pedro, Cal., to Charleston, Ariz., on January 29 and April 11, 1906; charges were collected on January 30, 1907; complaint filed January 6, 1909; *Held*, That the proceeding is barred by section 16 of the act to regulate commerce.

Blodgett Milling Company v. Chicago, Indiana & Southern Railroad Company. (18 I. C. C. Rep., 439.)

1496. Complaint alleging the collection of unreasonable charges on five carloads of buckwheat shipped from points in Indiana, Michigan, and Pennsylvania to Janesville, Wis., dismissed because barred by the statute of limitations. *Blinn Lumber Co. v. Southern Pacific Co.*, ante, p. 430, followed.

Receivers & Shippers Association of Cincinnati v. Cincinnati, New Orleans & Texas Pacific Railway Company. (18 I. C. C. Rep., 440.)

1497. In 1894 this Commission decided what is known as the *Freight Bureau cases*, 6 I. C. C. Rep., 195, and ordered certain reduction in rates from Cincinnati to Chattanooga and other southern points, but the courts declined to enforce this order upon the ground that the Commission had no power to fix a future rate. Under the Hepburn Act the Commission was invested with such power and thereupon the present proceedings were begun for the purpose of obtaining the benefit of the holding of the Commission in the former cases, but only the rates from Chicago and Cincinnati to Chattanooga are involved. Upon the facts disclosed by the record; *Held*, That it is not clearly apparent that rates from the East discriminate against the West, and that, if so, that discrimination under all the circumstances of the case, is not undue; but that present rates on numbered classes from Cincinnati to Chattanooga are unreasonable to the extent that they exceed the rates named in the report herein.

1498. There can be no such thing as judicial estoppel in the proceedings of this Commission, since its orders are not judgments nor is it a judicial body. If that principle could be applied to the decisions of the Commission it is manifest that it could have no application here, since the parties are not the same.
1499. It is apparent that if distance is to be taken as the standard, rates from the complaining cities are much higher than from their rival trade centers upon the Atlantic seaboard; but where water competition enters as a factor some different basis of comparison than distance must be found.
1500. The testimony shows that while the Cincinnati, New Orleans & Texas Pacific Railway is ordinarily regarded as part of the Southern Railway system, its operation is in fact entirely distinct from that of the Southern Railway. It is certainly doubtful whether in view of the *Commodities cases*, 213 U. S., 366, it can be affirmed that there is such a connection between the Southern Railway and the Cincinnati, New Orleans & Texas Pacific that these two companies can be held responsible under the third section of the act for the rates of one another.
1501. Within certain limits a railroad company is bound to protect its territory, and within those limits this Commission may consider the rates and their effect upon the movement of traffic. The East and the West find a common market in this section of the South, and in determining whether the present rates from the West are reasonable one subject of inquiry is the movement of traffic under the present rates. The fair inference from the testimony seems to be that the relation in rates between the East and the West which has been in effect for the last third of a century does not to-day abnormally promote the movement of traffic from either section.
1502. Neither the East nor the West has any vested right to sell a certain amount in this southern territory. Each section is entitled to a reasonable rate and to do what business it can under that rate.
1503. A railroad is entitled to a fair return upon the value of the property devoted by it to the public use, but it is not entitled to have that property paid for by the public.
1504. In determining the reasonableness of rates from the West to southern territory the interests of all competing lines must be considered and not merely that line which can handle the business cheapest.

Simon Lesser v. Georgia Railroad. (18 I. C. C. Rep., 478.)

1505. In view of the small volume of traffic in burnt cotton and the difficulty, without opening the bale, of determining the extent of the injury, and the possibility that a special rate might be taken advantage of and lead to abuses; *Held*, That the public interest does not require a distinction in rates to be made between cotton and burnt cotton. The complaint is therefore dismissed.

Frederich & Kempe Company v. New York, New Haven & Hartford Railroad Company. (18 I. C. C. Rep., 481.)

1506. On complaint of merchants and shippers of Red Wing, Minn., that rates charged by defendants on shipments from trunk line points are unreasonable and discriminatory to the extent of certain arbitraries added to the rates to St. Paul, Minn., from the same points; *Held*, That inasmuch as Red Wing is intermediate on the main line of the Chicago, Milwaukee & St. Paul Railway from Chicago, Ill., and Winona, Minn., to St. Paul, and as competitive cities north, east, and south take St. Paul rates, it is unduly discriminated against to the extent of the arbitraries. *Ordered*, That the Chicago, Milwaukee & St. Paul Railway Company be required to maintain to Red Wing no higher rates from points in trunk line territory than are contemporaneously maintained to St. Paul from the same points.

Duluth & Iron Range Railroad Company v. Chicago, St. Paul, Minneapolis & Omaha Railway Company. (18 I. C. C. Rep., 485.)

1507. Rule 214 of Conference Rulings, Bulletin No. 4, is of continuing application through to destination upon all carriers participating in a

movement and does not leave connecting lines in a state of irresponsibility with respect to routing when they accept shipments from an initial carrier without instructions.

1508. A connecting line receiving a shipment without instructions may demand instructions from the initial carrier, but if, instead of pursuing that course, it assumes the responsibility of routing the shipment it must accept the resulting liability for any damage in the way of increased charges that necessarily and directly flows from its mistake in selecting the wrong route. It is not excused by the fact that the shipper had given correct routing instructions which the initial carrier had neglected to note on the transfer billing.

1509. The view expressed that connecting lines from the nature of their larger traffic and wider opportunities for knowing what are the reasonably direct routes ought in many cases to relieve small initial carriers of the responsibility for correct routing; and, with respect to shipments to distant and unusual points, that the initial carrier, as well as its immediate connections, ought not to be held to any greater duty than that of indicating the usual or proper gateway to destination; in such cases responsibility for specific routing would seem more logically to attach to the carriers beyond the gateway.

Bayou City Rice Mills *v.* Texas & New Orleans Railroad Company. (18 I. C. C. Rep., 490.)

1510. On complaint that millers of rice at Houston, Tex., are subjected to undue prejudice and disadvantage because storage-in-transit and reconsignment privileges are provided at Houston on rice destined to New Orleans, La., while similar privileges are denied at Louisiana points on rice destined to Houston; and of the maintenance of a rate of 19 cents from Houston to New Orleans while according a rate of 15 cents from Clinton, Tex., a point about 8 miles south of Houston, the traffic from Clinton passing through Houston to reach New Orleans; *Held*, (1) That we are not warranted in finding that there is any unjust discrimination because of the failure of rail lines reaching New Orleans to provide for transit privilege on shipments of rice from New Orleans to Texas, and (2) a prima facie case of dissimilarity of conditions between Houston and Clinton under the fourth section has been made. As the facts now appear no order which might disturb the whole system of rice rates in that section of the country will be entered. Complaint dismissed without prejudice.

William K. Noble *v.* Toledo & Western Railroad Company. (18 I. C. C. Rep., 494.)

1511. Reparation awarded for misrouting.

Central Lumber Company *v.* Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 495.)

1512. Upon complaint seeking reparation; *Held*, That to accord to complainant's shipments the benefit of a proportional rate from Aberdeen, S. Dak., to Scranton, N. Dak., established about a year after certain carload shipments of lumber had reached Aberdeen on local billing from points in Washington, and as much as five months after most of it had reached Scranton as local movements from Aberdeen, would be in violation of every principle involved in the administration of this law. Petition dismissed.

Snyder-Malone-Donahue Company *v.* Chicago, Burlington & Quincy Railroad Company. (18 I. C. C. Rep., 498.)

1513. On the record, carload rate of 43 cents per 100 pounds on stock cattle from South Omaha, Nebr., to Cushman, Mont., not found unreasonable.

Woodward, Wight & Company *v.* Chicago, Burlington & Quincy Railroad Company. (18 I. C. C. Rep., 500.)

1514. Iron conveyor chains, link belting, and machinery sprocket chains are not properly to be included in the term "chains" as used to designate the application of a special commodity rate on certain iron articles, but are properly rated as machinery and parts thereof under Southern Classification. Complaint dismissed.

Columbia Grocery Company v. Louisville & Nashville Railroad Company. (18 I. C. C. Rep., 502.)

1515. Defendant's rate system is built upon Nashville as the base point, at which it is alleged low rates are forced by competition of water carriage and of other carriers, and rates to intermediate points are made in combination on Nashville, except when controlling competition at an intermediate point forces or justifies a different adjustment; complaint alleges that rate on sugar from New Orleans, La., to Columbia, Tenn., of 31 cents per 100 pounds so constructed is unjustly discriminatory against Columbia and in favor of Nashville and Decatur; *Held*, That this system of rate making has countenance under the law as it is at present and as it has been construed by the Supreme Court of the United States, and that, therefore, it is not found that under present conditions the adjustment unduly discriminates against complainant. *Interstate Commerce Commission v. A. M. Ry. Co.*, 168 U. S., 172; *Interstate Commerce Commission v. L. & N. R. R. Co.*, 190 U. S., 273; *Interstate Commerce Commission v. W. & A. Ry.*, 181 U. S., 29.

Spring Hill Coal Company v. Erie Railroad Company. (18 I. C. C. Rep., 508.)

1516. Complaint for the establishment of through route and joint rate over certain lines dismissed because of the existence over other lines of a "reasonable through route."

Canadian Valley Grain Company v. Chicago, Rock Island & Pacific Railway Company. (18 I. C. C. Rep., 509.)

1517. In the absence of a joint rate from a local station on the line of one carrier to a point on the line of another carrier, it is not incumbent upon initial carrier to post at point of origin tariffs showing combination of local rates applicable to the shipment. Reparation, claimed because of failure so to post, denied.

Sunderland Brothers Company v. Chicago, Burlington & Quincy Railroad Company. (18 I. C. C. Rep., 512.)

1518. Rate of \$3.75 per net ton on soft coal from Peoria, Ill., to Ainsworth and Valentine, Nebr., not found unreasonable. Reparation denied.

Henderson & Barkdull v. St. Louis, Iron Mountain & Southern Railway Company. (18 I. C. C. Rep., 514.)

1519. Complainant's shipments of cotton, uncompressed, were destroyed by fire after arrival at the compress; and petition seeks either reparation of the amount paid on the inbound expense bills, or an order requiring defendant to honor said expense bills for a reasonable time on new cotton for outbound movement. Complaint dismissed.

Theo. Fathauer Company v. St. Louis, Iron Mountain & Southern Railway Company. (18 I. C. C. Rep., 517.)

1520. The Iron Mountain road, with the concurrence of the Mississippi, Arkansas & Western Railway, a tap line, published lumber rates from Shults, Ark., a point on the tap line, via Blissville, Ark., the junction point, 1 cent higher than the rates from Blissville, and allowed the tap line a proportion of 2 cents thereof. Notwithstanding complainant's shipments were loaded into cars furnished by the Iron Mountain on a spur of the tap line within the corporate limits of Blissville, and from the lumber pile situated adjacent to the Iron Mountain siding at Blissville, the tap line billed said shipments as from Shults; *Held*, That the exaction of the Shults rate was unreasonable to the extent that it exceeded the rate from Blissville on the Iron Mountain. Reparation awarded. Allowance made by the Iron Mountain to the tap line prohibited by *Star Grain & Lumber Co. v. A., T. & S. F. Ry. Co.*, 17 I. C. C. Rep., 338.

Bash Fertilizer Company v. Wabash Railroad Company. (18 I. C. C. Rep., 522.)

1521. Complainant, manufacturing commercial fertilizers at Prairie Switch, Ind., asks lower rates on acid phosphate from Baltimore, Md., Buffalo, N. Y., Washington Court House, Ohio, and the Tennessee fields; *Held*, That lower rates should be established from Buffalo and Washington Court House.

1522. Complainant asks for the same rates on phosphate rock and acid phosphate, for transit privileges, and for reparation; *Held*, That acid phosphate is of higher grade than the crude rock, and while the carriers may rate them together the Commission is not prepared on this record to order such rating; and that complainant is not entitled either to transit privileges or to reparation.

Fred'k de Bary & Company *v.* Louisiana Western Railroad Company. (18 I. C. C. Rep., 527.)

1523. Damages for misrouting are based on the difference in the rate charged and the lower rate applicable via the route directed by the shipper or which the carriers should have used in the absence of any instruction, but to determine the damage all factors in the claimed route must be subject to the Commission's jurisdiction and filed in the manner prescribed by law. As part of the route in question in this case, under complainant's instructions, is from port to port, the rate for which is not filed with the Commission, the complaint must be dismissed.

W. G. Hagar Iron Company *v.* The Pennsylvania Railroad Company. (18 I. C. C. Rep., 529.)

1524. Rates not on file with the Commission can not be used in constructing a through charge.

William Plummer Company *v.* Northern Pacific Railway Company. (18 I. C. C. Rep., 530.)

1525. Rate on carload of sawdust from East Grand Forks, Minn., to Minnaukan, N. Dak., found to be unreasonable to the extent that it exceeded rate on wood for fuel. Reparation awarded.

Commercial Club of Omaha *v.* Anderson & Saline River Railway Company. (18 I. C. C. Rep., 532.)

1526. In *Lincoln Commercial Club v. C., R. I. & P. Ry. Co.*, 13 I. C. C. Rep., 319, the Commission ordered that the rate on lumber from southern producing territory to Lincoln, Nebr., should not exceed that to Omaha. This order was complied with by raising the rate to Omaha from 23 cents to 25 cents and the rate to Lincoln from 24 cents to 25 cents. Within three months the rates to Omaha and to Lincoln were again raised to 26½ cents under the order entered in *Greater Des Moines Committee v. C. G. W. Ry. Co.*, 14 I. C. C. Rep., 294, forbidding the maintenance of a higher rate to Des Moines than to Omaha; *Held*, That the second advance was unreasonable and unjust; that the rate to Des Moines or to Lincoln should not exceed that to Omaha; that the rate to Omaha or to Des Moines should not for the future exceed 25 cents per 100 pounds, and that complainant's members are entitled to reparation.

Henderson Elevator Company *v.* Louisville & Nashville Railroad Company. (18 I. C. C. Rep., 538.)

1527. Upon the facts disclosed by the record; *Held*, That defendant's failure to establish a proportional rate from Enfield, Ill., to Henderson, Ky., upon grain originating at points beyond Enfield and reshipped from Henderson to southeastern destinations, while maintaining such proportional rates, less than its local rates, from all junction points on its St. Louis division other than Enfield, unduly discriminated against traffic which moved via Enfield. Reparation awarded.

Alfred Owen Davies *v.* Louisville & Nashville Railroad Company. (18 I. C. C. Rep., 540.)

1528. On the whole record the Commission is unable to find that defendants have charged more for loading and furnishing material and placing damage on shipments of fruits and vegetables from Gibson and Humboldt, Tenn., to Chicago, Ill., than the cost of the service, and it is therefore constrained to hold that the charge is not unreasonable.

1529. Complainant's contention that it is the duty of defendants to load, strip, and brace carload shipments of fruits and vegetables at their own expense, for the reason that this service is included in the

carload rate, is not tenable because the tariffs of the principal defendant provide that shippers shall load and unload carload shipments. The service of loading, furnishing material, and placing in the cars is an additional service over and above the transportation, for which carriers are entitled to receive reasonable compensation.

1530. There is no allegation in the complaint that challenges the reasonableness of either the carload or less-than-carload rates on shipments of tomatoes from Gibson and Humboldt to Chicago, except as the claim is made that by adding the loading and bracing charges to carload rates a higher total charge results than would be imposed on the same amount of freight transported at less-than-carload rates. No evidence was submitted with respect to the reasonableness of the rates on either of them, and no finding can therefore properly be made with respect thereto.

Sunderland Brothers Company v. St. Louis & San Francisco Railroad Company. (18 I. C. C. Rep., 545.)

1531. Minimum weight assessed on complainant's shipments of lime from Ash Grove, Mo., to Pine Bluffs and Laramie, Wyo., found excessive, and lower minimum weight prescribed for the future. Reparation awarded.

Wilburine Oil Works (Ltd.) v. Pennsylvania Railroad Company. (18 I. C. C. Rep., 548.)

1532. Reparation for misrouting where shipper gives instructions to forward the goods via the route taken denied.

Stacy Mercantile Company v. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. (18 I. C. C. Rep., 550.)

1533. Reparation awarded because of unlawful discrimination in rates against complainant's shipment of apples from points in Washington to points in North Dakota, as at the time of shipment a lower rate was in effect from other points similarly situated in Washington.

George Borgfeldt & Company v. Southern Pacific Company. (18 I. C. C. Rep., 552.)

1534. Shipments forwarded from Hamburg on through bills of lading prepaid to California terminals. The ship in which the consignments were loaded sailed from Hamburg July 4, 1908. When the goods arrived in New Orleans the through rate had been canceled, leaving in effect a rate from New Orleans to San Francisco higher than the proportion of the through rate formerly assessed by the defendants. Defendants collected from complainant the additional charges, although the delay in the ocean transportation was due to a breakdown of the machinery of their own ocean connection; *Held*, That under rule No. 111 of Conference Rulings Bulletin No. 4, the complaint must be dismissed.

John J. Serry v. Southern Pacific Company. (18 I. C. C. Rep., 554.)

1535. Reparation awarded on a carload of lumber shipped from Oregon City, Oreg., to Cripple Creek, Colo.

Acme Cement Plaster Company v. Wabash Railroad Company. (18 I. C. C. Rep., 557.)

1536. Returned empty wall plaster bags are by tariff rule required to be tied in bundles and properly tagged, showing the name of the consignor and consignee. The tags are lost in the course of transportation, and, though the bags are stamped with complainant's brand or name, it refuses to accept the bags on tender thereof by the carriers, because it is unable to identify the consignor so as to give him credit to the amount of 10 cents for each bag under an understanding between the consignor and the complainant. The complainant asserts that this embarrasses it in dealings with customers, and asks damages, claiming that the tags are lost through the negligence of the carriers, and that this is in violation of the act to regulate commerce, because the specific bags intrusted for carriage are not delivered to it, and the loss and dam-

age (10 cents a bag) is directly traceable to the failure of the carrier to observe the provisions of its own tariff; *Held*, That since the measure of the damages is based upon an understanding existing between consignor and consignee, and not upon a rate, we have no jurisdiction under the doctrine established in *Joyces v. P. R. R. Co.*, 17 I. C. C. Rep., 361. Complaint dismissed.

William Cameron & Company, Incorporated, *v.* Texas & Pacific Railway Company. (18 I. C. C. Rep., 560.)

1537. Carload of lumber transported from Provencal, La., to Santa Rita, N. Mex., was misrouted by originating carrier. Reparation awarded.

League of Southern Idaho Commercial Clubs *v.* Oregon Short Line Railroad Company. (18 I. C. C. Rep., 562.)

1538. Defendants' rates on coal in carloads from Rock Springs, Kemmerer, and Diamondville, Wyo., to 12 Idaho points found unreasonable, and reasonable rates thereon prescribed for the future.

Ouerbacker Coffee Company *v.* Southern Railway Company. (18 I. C. C. Rep., 566.)

1539. Complainant is engaged at Louisville, Ky., in shipping coffee in packages to various dealers in other States. Light articles of small value are inclosed in the packages as premiums for the purpose of advertising or stimulating the sale of the coffee. Official and southern classifications provide for inclusion of advertising matter or articles in packages, but defendants decline to extend that privilege to complainant. Some dealers who offer premiums ship the premiums separately and distribute them on presentation of coupons that are inclosed in the packages. Obviously if all were required to ship in that way no discrimination would appear; *Held*, That it is unjustly discriminatory for defendants to grant to other shippers the privilege of including advertising matter and articles in packages of merchandise and to refuse the same or similar privilege to complainant.

Colorado Coal Traffic Association *v.* Colorado & Southern Railway Company. (18 I. C. C. Rep., 572.)

1540. Complainant's members insist that they require a better rate on their product because it costs more to mine coal in the Walsenburg district and because Rock Springs coal finds readier sale for domestic uses; *Held*, That these are conditions which carriers ought not to be required to equalize by rate adjustments.

1541. Merely because Walsenburg coal takes lower rates that are charged from Rock Springs to points north of Dakota Junction, under the competitive conditions there shown to prevail, it does not follow that the application of the same rates from Walsenburg as from Rock Springs to points east of Dakota Junction, where similar competitive conditions do not obtain, results in unreasonable rates or unjust discrimination against Walsenburg.

1542. Under the circumstances and conditions disclosed by the record the through rates on coal from the Walsenburg district to points east of Dakota Junction are not found to be unreasonable.

1543. The Colorado & Southern and the Chicago & North Western required to maintain rates on coal from the Walsenburg district to certain points in Nebraska which shall be no higher than are contemporaneously maintained from Rock Springs, Wyo., to the same points.

Pankey & Holmes *v.* Central New England Railway Company. (18 I. C. C. Rep., 578.)

1544. Defendants' rates on apples from Mount Ross and Elizaville, N. Y., to Birmingham, Ala., via the Seaboard Despatch, not found on the facts in the record to be unreasonable. Reparation denied.

Texas Grain & Elevator Company *v.* Chicago, Rock Island & Pacific Railway Company. (18 I. C. C. Rep., 580.)

1545. Rate on snapped corn found to be unreasonable. Reparation awarded.

David Stott v. Michigan Central Railroad Company. (18 I. C. C. Rep., 582.)

1546. Complainant, a miller at Detroit, Mich., brings in wheat by water from Duluth; grinds it at Detroit, and ships the product by all rail to various eastern destinations. Upon complaint that defendants apply from Detroit to these eastern destinations a rate on wheat which has come to Detroit by water which is less than the rate which they apply upon the flour which the complainant has ground from similar wheat, and also that defendants grant to millers located upon their lines in case of this wheat the milling-in-transit privilege; *Held*, That upon the facts disclosed by the record and for the reasons given in the report the complainant should be dismissed. *Hecker, Jones, Jewell Milling Co. v. B. & O. R. R. Co.*, 14 I. C. C. Rep., 356, cited and distinguished.

Lebanon Paper Company v. Elgin, Joliet & Eastern Railway Company. (18 I. C. C. Rep., 591.)

1547. Reparation awarded for the collection of unreasonable charges accruing through the misrouting of a carload of alum shipped from Chicago Heights, Ill., to Lebanon, Oreg.

National Petroleum Association v. Missouri Pacific Railway Company. (18 I. C. C. Rep., 593.)

1548. Present rates on petroleum and its products from Coffeyville, Kans., to Memphis, Tenn., and Omaha, Nebr., found unreasonable and lower rates prescribed for the future.

Winters Metallic Paint Company v. Chicago, Milwaukee & St. Paul Railway Company. (18 I. C. C. Rep., 596.)

1549. Rates assessed and collected for the transportation of ground iron ore from Iron Ridge Junction, Wis., to Spokane, Wash., and Denver, Colo., found unreasonable. Reparation awarded.

Quammen & Austad Lumber Company v. Chicago Great Western Railroad Company. (18 I. C. C. Rep., 599.)

1550. The mere fact that a lower rate is now charged does not warrant finding that former higher rate was unreasonable. Reparation denied.

Highland Iron & Steel Company v. Vandalia Railroad Company. (18 I. C. C. Rep., 601.)

1551. Rates on bar, boiler, band, and rod iron and steel from Terre Haute, Ind., to Louisville, Ky., and Cincinnati and Dayton, Ohio, not found unlawful.

National Rolling Mill Company v. Baltimore & Ohio Southwestern Railroad Company. (18 I. C. C. Rep., 604.)

1552. Complaint herein involving unreasonableness of rate on bar iron from Vincennes, Ind., to Louisville, Ky., is controlled by the conclusions reached in *Highland Steel & Iron Co. v. Vandalia R. R. Co.*, ante, p. 601, and must therefore be dismissed.

Wilson Produce Company v. Pennsylvania Railroad Company. (19 I. C. C. Rep., 1.)

1553. Reparation awarded for unreasonable charges on one carload of watermelons from Lowell, Fla., consigned to Pittsburg, Pa., and diverted en route at Altoona, Pa., as the diversion should have been made without additional charge.

Edward G. Davies v. Illinois Central Railroad Company. (19 I. C. C. Rep., 3.)

1554. Complaint alleges discrimination in assessment of charges for unloading consolidated carloads of vegetables. Hearing developed that the circumstances in connection with the shipment in question were unusual and not previously correctly understood by either complainant or defendant. No order entered.

Southern California Sugar Company v. San Pedro, Los Angeles & Salt Lake Railroad Company. (19 I. C. C. Rep., 6.)

1555. The power of the Commission to establish through routes and joint rates can not be invoked unless it appears that the transportation point at which the complainant is located is not reasonably served by a through route now existing.

1556. On petition seeking the institution of through routes and joint rates on sugar from New Delhi, Cal., to Missouri River points via the line of the Pacific Electric Railway Company, on the tracks of which the complainant is located, and transcontinental carriers through Los Angeles; *Held*, That the line of the Southern Pacific Company, which runs within three-fourths of a mile of the complainant's plant, forms with its eastern connections a reasonable and satisfactory through route from New Delhi. Complaint dismissed.

H. F. Cady Lumber Company v. Missouri Pacific Railway Company. (19 I. C. C. Rep., 12.)

1557. The charge of 28 cents per 100 pounds on complainant's shipments of lumber dressed in transit from points in Louisiana to Omaha, Nebr., made after May 9, 1906, was unreasonable to the extent that it exceeded 23 cents. Reparation awarded.

Lull Carriage Company v. Chicago, Kalamazoo & Saginaw Railway Company. (19 I. C. C. Rep., 15.)

1558. The mere fact that a minimum applicable to parts of a combination of rates may be higher or lower than the minimum applicable to the joint through rate does not overcome the presumption of unreasonableness in a joint rate and minimum in excess of the sum of the locals and resulting from the respective minima applicable thereto. Were the Commission to hold otherwise carriers, by simply making differing minima on local and through shipments, could carry all through traffic via gateways they might select on higher charges than would result from combinations of locals through the same gateways.

1559. Under the circumstances here shown to exist complainant was subjected to an unreasonable charge on its shipment of wooden buggy bodies in the white from Moline, Ill., to Kalamazoo, Mich., and is entitled to an award of reparation.

1560. Complainant's shipment of cutters from Kalamazoo, Mich., via Chicago, to Fon du Lac, Wis., does not present a combination of locals lower than the through rate on which the presumption obtains that the through rate was unreasonable, and reparation as to this feature denied.

Baer Brothers Mercantile Company v. Missouri Pacific Railway Company. (19 I. C. C. Rep., 18.)

1561. For reasons given in *Baer Bros. Mercantile Co. v. M. P. Ry. Co.*, 17 I. C. C. Rep., 225, the delivering carrier's charge on defendant's shipments of beer from Pueblo to Leadville, as part of a through haul from St. Louis, found unreasonable, and reparation awarded.

Sunnyside Coal Mining Company v. Denver & Rio Grande Railroad Company. (19 I. C. C. Rep., 20.)

1562. Reparation is due to the person who has been required to pay the excessive charge as the price of transportation or on whose account the same was paid, and who was the true owner of the property transported during the period of transportation.

1563. Upon the facts disclosed by the record herein complainants' claims for reparation on shipments of coal from the Walsenburg coal district of Colorado to points on the Union Pacific in Kansas are denied.

Waco Freight Bureau v. Houston & Texas Central Railroad Company. (19 I. C. C. Rep., 22.)

1564. Rates named in tariffs on import traffic from New Orleans to Texas common points held not to apply to bananas. *Payne v. M. L. & T. R. R. & S. S. Co.*, 15 I. C. C. Rep., 185, followed.

1565. Commodity rate of 72 cents now in effect on bananas not shown to be unreasonable.

Stanley Newding v. Missouri, Kansas & Texas Railway Company. (19 I. C. C. Rep., 29.)

1566. Rate on second-hand beer bottles from St. Louis, Mo., to San Antonio, Tex., found unreasonable and reparation awarded.

M. Mosson Company v. Pennsylvania Railroad Company. (19 I. C. C. Rep., 30.)

1567. Complainant, a dealer in lumber at Brooklyn, N. Y., has its shipments delivered in the Wallabout Basin within New York lighterage limits. Upon complaint of the unreasonable and prejudicial nature of defendant's lighterage rules as applied to Wallabout Basin; *Held*, That defendant's rules are not found to be unreasonable or unduly discriminatory. Complaint dismissed.

National Hay Association v. Michigan Central Railroad Company. (19 I. C. C. Rep., 34.)

- Complaint as to increase in classification, and resulting increase in rates, applicable to hay and straw in Official Classification territory. Defendants answered and pleaded *res judicata*; *Held*:

1568. That in rate matters the plea of *res judicata* is only valid as to what preceded the final decree of the court or the final order of this Commission; it can not apply to present rates.

1569. That the fifth-class rates on hay and straw are not now unreasonable or discriminatory and that the case should be dismissed.

Industrial Lumber Company v. St. Louis, Watkins & Gulf Railway Company. (19 I. C. C. Rep., 50.)

1570. Complaint alleges unjust discrimination in rates on lumber from Oakdale, La., to Port Arthur, Tex. Complaint dismissed without prejudice awaiting completion of plans now under way to carry into effect the views expressed in *Star Grain & Lumber case*, 17 I. C. C. Rep., 338.

Northern Lumber Manufacturing Company v. Texas & Pacific Railway Company. (19 I. C. C. Rep., 54.)

1571. Demurrage and storage charges collected as result of carriers demanding rates in excess of those in their legally filed tariffs should be refunded, and this principle applies to cases in which such charges are collected on shipments as to which no rates are published.

1572. Reparation awarded on shipments of steel rails, logging cars, and other equipment from Onalaska, Ark., to Batchellor, La.

Pat. Chappelle v. Louisville & Nashville Railroad Company. (19 I. C. C. Rep., 56.)

1573. Minimum rates exacted for the movement of private passenger and baggage cars not found unreasonable.

1574. The tents, poles, seats, and other equipment of a theatrical and minstrel troupe, provided the same can be loaded into an ordinary baggage car, are held to be baggage under the rules governing the movement of private baggage and passenger cars.

1575. In the absence of specific limitation, a private baggage car which contains a stove must be transported at the rate properly applicable to private baggage cars; the rate on combination cars is inapplicable.

Pennsylvania Smelting Company v. Northern Pacific Railway Company. (19 I. C. C. Rep., 60.)

1576. A rate of \$12 per net ton on lead ore and concentrates from the Coeur d'Alene district in the State of Idaho to Carnegie, Pa., found unreasonable and reduced to \$11.40 per net ton. Reparation awarded.

Felton Grain Company v. Union Pacific Railroad Company. (19 I. C. C. Rep., 63.)

1577. Rate charged on a shipment of hay from Henderson, Colo., to Breauux Bridge, La., found to be unreasonable. Rate prescribed for the future and reparation awarded.

Ohio Foundry Company v. Pittsburg, Cincinnati, Chicago & St. Louis Railway Company. (19 I. C. C. Rep., 65.)

1578. Tariff in force prior to January 1, 1909, provided rates of \$1.35 and \$1.45 per 100 pounds on "iron fireplaces and grates for same" between the same points and over the same lines; effective January 1, 1909, rates increased to \$1.40 and \$1.50; *Held*, That the lower rates should apply on complainant's shipments.

1579. Rate of \$1.40 not found to be unreasonable.

J. I. Prentiss & Company v. Pennsylvania Railroad Company. (19 I. C. C. Rep., 68.)

1580. The notation by the consignor on a bill of lading of the letters "D. L. & W. R. R." in the blank intended for the naming of the route interpreted, on a shipment from Philadelphia to Buffalo, to require the defendant to deliver the car to the Lackawanna at Manunka Chunk, and the instructions thus given are not satisfied by a mere delivery at Buffalo on the terminals of the latter line. Therefore, *Held*, That the complainant is entitled to be reimbursed for unloading charges it was compelled to pay but which would have been absorbed by the Lackawanna under tariff authority had it participated in the line haul.

Billings Chamber of Commerce v. Chicago, Burlington & Quincy Railroad Company. (19 I. C. C. Rep., 71.)

1581. Less-than-carload class rates from Billings, Mont., and Sheridan, Wyo., to points in Wyoming on lines of defendant found to be unreasonable. Reparation denied.

A. H. Millar v. New York Central & Hudson River Railroad Company. (19 I. C. C. Rep., 78.)

1582. Reparation awarded on complainant's shipments of cabbage from Lewiston, N. Y., to Houston, Tex., to the extent that the rate charged exceeded 49 cents per 100 pounds. The fact that the lower rate had been maintained for several years is in the nature of an admission that it was a fair one under the circumstances. *Ocheltree Grain case*, 13 I. C. C. Rep., 46, cited and followed.

Southern Cotton Oil Company v. Southern Railway Company. (19 I. C. C. Rep., 79.)

1583. The initial carrier quoted the lowest rate on cotton linters applicable to shipments moving under a released valuation, but neglected to secure the shipper's signature to such release of valuation. The delivering carrier collected at a higher rate; *Held*, That it is the duty of the initial carrier not only to advise the shipper of the lower rates applying in case of release of valuation, but when informed of the shipper's desire to avail himself of such lower rates to obtain the shipper's signature in accordance with the tariffs. Reparation awarded.

In the matter of jurisdiction over rail and water carriers operating in Alaska. (19 I. C. C. Rep., 81.)

1584. The district of Alaska is not a territory of the United States in the sense in which that phrase is used in the act to regulate commerce as amended, and the Commission has therefore no authority or jurisdiction over carriers engaged in transportation of passengers or property within the district of Alaska.

1585. The general rule that a special tribunal ought not to enlarge its jurisdiction by intendment, but ought to exercise only the powers clearly conferred by statute, applies with special if not controlling force to the exercise by the Commission of jurisdiction in Alaska in view of the fact that under the act of May 14, 1898, power to regulate the rates of railroads in Alaska was conferred upon another branch of the Government.

Geo. S. Loftus v. Pullman Company. (19 I. C. C. Rep., 102.)

1586. After considering applications of defendants and other carriers and matters advanced in support thereof, request for postponement of effective date of orders heretofore made denied, but rehearing granted and Chicago, Milwaukee & St. Paul Railway Company, Northern Pacific Railway Company, and Atchison, Topeka & Santa Fe Railway Company permitted to intervene. Date for rehearing, however, will not be fixed until orders have been in effect three or four months.

Humboldt Steamship Company v. White Pass & Yukon Route. (19 I. C. C. Rep., 105.)

1587. Following the decision *In the Matter of Jurisdiction over Rail and Water Carriers Operating in Alaska*, 19 I. C. C. Rep., 81, complaint

asking for establishment of through routes and joint rates from Seattle, Wash., to points in Alaska dismissed because the Commission is without jurisdiction over carriers operating in Alaska.

Canadian Valley Grain Company *v.* Chicago, Rock Island & Pacific Railway Company. (19 I. C. C. Rep., 108.)

1588. The record herein brings the complaint within the principle announced in *Kiel Woodencare Co. v. C., M. & St. P. Ry. Co.*, 18 I. C. C. Rep., 242, where reparation was awarded for the failure of a carrier to post a tariff changing a rate, and upon the authority of that decision complainants are awarded reparation.

Quammen & Austad Lumber Company *v.* Chicago, Milwaukee & St. Paul Railway Company. (19 I. C. C. Rep., 110.)

1589. Complainant claimed reparation on shipment of compo-board on the ground that the rate should not have exceeded that on sash, doors, etc., which constituted part of the carload; but as no witnesses appeared at the hearing and no evidence was produced upon the merits, the complaint must be dismissed without prejudice.

August H. Strauss *v.* American Express Company. (19 I. C. C. Rep., 112.)

1590. Defendant's refusal to gather and deliver interstate express packages to patrons on Green Bay avenue, in Milwaukee, north of Hadley street, while extending that service to other sections referred to, results in unjust discrimination.

Gamble-Robinson Commission Company *v.* St. Louis & San Francisco Railroad Company. (19 I. C. C. Rep., 114.)

1591. Complainant's contention that rates on apples in carloads from Cedar Gap and Seymour, Mo., to Minneapolis and St. Paul ought not to exceed by more than 1½ cents the rate from Springfield, Mo., not sustained.

1592. Rates collected on complainant's shipments of apples from Cedar Gap and Seymour to Minneapolis and St. Paul, to the extent that they exceeded 34 and 34½ cents per 100 pounds, found unreasonable.

1593. Upon submission of proper proofs order of reparation herein will be issued.

Menefee Brothers *v.* Vicksburg, Shreveport & Pacific Railway Company. (19 I. C. C. Rep., 117.)

1594. Defendant's charges on carload of shingles from Monroe, La., to Crowell, Tex., found unreasonable, and reparation awarded. Rate for the future prescribed.

Saginaw & Manistee Lumber Company *v.* Atchison, Topeka & Santa Fe Railway Company. (19 I. C. C. Rep., 119.)

1595. Present rates on lumber in carloads from Williams, Flagstaff, and Cliffs, Ariz., to Phoenix, Ariz., are unreasonable to the extent that they exceed 18 cents per 100 pounds.

1596. Present joint through rates on lumber from Williams, Flagstaff, and Cliffs to points upon the Phoenix & Eastern Railroad are unreasonable to the extent that they exceed the rates named in the report herein.

1597. Complainants insist that defendant is guilty of undue discrimination in their lumber rates to Phoenix and points upon the Phoenix & Eastern because the rates from San Pedro are in many instances lower than those from Williams; but the same carrier does not transport lumber from both Williams and San Pedro. It has already been decided herein that rates from Williams to points upon this line are unreasonable, and the Commission can not assume that the Southern Pacific Company will so reduce its rates from San Pedro as to willfully defeat what has been found just.

1598. The common lumber produced at Williams must be sold in southern Arizona if complainants' lumbering operations are to be successfully continued, for it will not bear the cost of transportation by rail to distant markets, and the proportion of common lumber to the higher grades is so great that the manufacture can not be successfully conducted unless the poorer grades can be disposed of in some market at a fair price.

1599. Through routes for the transportation of lumber and timber from Williams, Flagstaff, and Cliffs to certain points in Arizona over various of defendant's lines established and joint through rates prescribed for the future.

Banner Milling Company *v.* New York Central & Hudson River Railroad Company. (19 I. C. C. Rep., 128.)

1600. In the rehearing of these cases, along with the *Jennison case*, 18 I. C. C. Rep., 113, it appeared that either the Commission must allow an advance in the rates on flour and other grain products from Buffalo to New York and New England points, or it must, in substance, require a reduction from all territory west of Buffalo. In view of the whole situation, it seems to the Commission the wisest course to permit the advance from Buffalo. The order in No. 1197 has already expired by its own limitation; but the order in No. 1535, having still a short time to run, will be rescinded.

Record Oil Refining Company *v.* Midland Valley Railroad Company. (19 I. C. C. Rep., 132.)

1601. Rate on oil from Muskogee, Okla., to New Orleans, La., of 17½ cents per 100 pounds, carloads, not found to be unreasonable. Complaint dismissed.

1602. Any unjust relation of rates outbound from the refineries at Baton Rouge and New Orleans not within the scope of the pleadings in this case.

Bott Brothers Manufacturing Company *v.* Chicago, Burlington & Quincy Railroad Company. (19 I. C. C. Rep., 136.)

1603. Present rates on barrel staves and headings from Malden, Mo., and points in Arkansas, to Alexandria, Mo., found unreasonable, and reasonable rates prescribed for the future. Through route established over certain lines. Reparation awarded.

Idaho Lime Company *v.* Atchison, Topeka & Santa Fe Railway Company. (19 I. C. C. Rep., 139.)

1604. On complaint seeking reparation for the collection of unreasonable charges by reason of alleged misrouting of a carload of cement shipped from Medicine Lodge, Kans., to Spokane, Wash.; *Held*, That the charge of misrouting is not sustained. Complaint dismissed.

Sawyer & Austin Lumber Company *v.* St. Louis, Iron Mountain & Southern Railway Company. (19 I. C. C. Rep., 141.)

1605. On the facts shown of record it is found that any rate on box shooks between the points involved in this proceeding in excess of the current rate on yellow-pine lumber between the same points is unreasonable; and also that the rate for the future ought not to exceed the current rate on yellow pine.

W. P. Craig Lumber Company *v.* Virginian Railway Company. (19 I. C. C. Rep., 144.)

1606. Through rate on lumber from Victoria, Va., to Alliance, Ohio, not found unreasonable. Reparation denied.

William Cameron & Company, Incorporated, *v.* Houston, East & West Texas Railway Company. (19 I. C. C. Rep., 146.)

1607. Rate charged on shipment of lumber from Davisville, Tex., to Santa Rita, N. Mex., found unreasonable. Reparation awarded.

1608. Rate charged on shipment of lumber from Saron, Tex., to Altus, Okla., found unreasonable. Reparation awarded.

Arlington Heights Fruit Exchange *v.* Southern Pacific Company. (19 I. C. C. Rep., 148.)

1609. Under the conditions shown by the record in this case the Commission fails to find that the present rate on oranges from points in southern California to the east is unreasonable.

1610. Present rate on lemons from points in southern California to the east is unreasonable to the extent that it exceeds \$1 per 100 pounds.

1611. The Commission is investigating the refrigeration and precooling charges on citrus-fruit shipments from California, and all questions relating to those issues are reserved for further consideration and future disposition.
1612. If in any case the advanced rate on lemons complained of herein has been paid, reparation will be awarded on the basis of the \$1 rate upon proper proceedings.

Commercial Club of Omaha v. Chicago & North Western Railway Company. (19 I. C. C. Rep., 156.)

1613. Rates on lumber from Omaha to certain points in Colorado, Kansas, and Nebraska found to be unreasonable, and lower rates prescribed.

City of Spokane, Wash., v. Northern Pacific Railway Company. (19 I. C. C. Rep., 162.)

1614. The scheme of rates proposed by the Great Northern and the Northern Pacific for transportation of traffic from St. Paul and Chicago to Spokane, made by taking 75 per cent of the terminal rates, is founded upon facts which do not exist and is constructed upon a theory which can not be approved by the Commission.
1615. Present rates charged by the Great Northern and the Northern Pacific upon the commodities specified in the supplemental complaint from the defined territories mentioned to Spokane are unreasonable, and just and reasonable rates for the future should not exceed those which are set forth in Schedule A, attached to this report.
1616. In fixing these rates the Commission has proceeded upon the view that, under the decisions of the Supreme Court of the United States, it could not use the rate to Seattle as a standard by which to measure that to Spokane. If this were otherwise, if the Commission were free to take into account all the competitive conditions existing both east and west and determine what, in the light of all these conditions, would be a just and reasonable relation between the rates of Seattle and Spokane, a somewhat different question would be presented.
1617. Joint through rates, both class and commodity, should be established from defined territories east of Chicago to Spokane. The rates named in Schedule A are just and reasonable and should not be exceeded for the future.
1618. In some instances joint rates upon the commodities dealt with in Schedule A are now in existence; in those cases, if they exceed the rates specified, they are unreasonable, and the carriers maintaining them are required to establish those specified in the schedule in lieu of their rates now in effect.
1619. Where joint through rates do not now exist from points east of Chicago upon certain lines to Spokane, the Commission finds that there is no reasonable and satisfactory through route and that such through routes and joint rates ought to be established.
1620. Both class and commodity rates should be slightly lower from Mississippi River points to Spokane than from Chicago points, as is indicated by the rates named in Schedule A.
1621. The rates named in Schedule A upon classes and commodities dealt with in the previous opinion, as to arbitraries between St. Paul and Chicago, are reasonable, and the former finding of the Commission in such previous opinion is amended accordingly.
1622. The class and commodity rates specified in Schedule A found just and reasonable rates to be applied from the defined territories therein named to Baker City, La Grande, and Pendleton, Oreg., and Walla Walla, Wash., and the present rates maintained to those points, in so far as they exceed the rates specified in Schedule A, are unjust and unreasonable.
1623. The rates which the Commission has established herein to Spokane should be applied to those points at which the Spokane rates have been maintained in the past.
1624. In order to proceed with great caution in this matter the Commission has determined before making a final order to learn the result of an actual test. Therefore carriers will be required for the months of July, August, and September to keep a detailed account

showing the revenues which accrue upon business actually handled under present rates and the revenues which would have accrued had the rates here prescribed been in effect.

Commercial Club, Traffic Bureau, of Salt Lake City, Utah, *v.* Atchison, Topeka & Santa Fe Railway Company. (19 I. C. C. Rep., 218.)

1625. This Commission has said that in determining a freight rate which must of necessity be charged by competing lines, it would not look exclusively to that line which could handle the business the cheapest or which was the strongest financially, but would consider as well the weaker rival; yet it has never intimated that the rate should be fixed solely with reference to the weakest line, and it would certainly be most unjust to the public, in establishing these rates, to consider merely the expensive and circuitous route.
1626. Present class rates in both directions between Chicago, the Mississippi River, and the Missouri River, upon the one hand, and Utah common points, upon the other, found unjust and unreasonable to the extent that they exceed those named in this report.
1627. Present westbound commodity rates from the above-named eastern points of origin to Utah common points found unreasonable to the extent that they exceed those named in this report.
1628. Present eastbound rates on certain products of Utah to the Missouri River, the Mississippi River, and Chicago found unreasonable to the extent that they exceed those named in this report.
1629. Present rates on deciduous and citrus fruits from points of production in California to Utah common points found unreasonable to the extent that they exceed those named in this report.
1630. Defendants should establish to Utah points proportional import rates upon certain named articles which do not exceed those contemporaneously in force to the Missouri River, and the present rates upon sago, tapioca, tea, and tea dust found unreasonable to the extent that they exceed those now in effect to Missouri River points.
1631. Present passenger fares between Utah common points, on the one hand, and between Ogden, Omaha, and Portland, on the other, not found unreasonable; but present fares between Salt Lake City and Los Angeles, Salt Lake City, and San Francisco, and between Ogden and Provo and San Francisco found unreasonable.
1632. The complaint alleges that defendants pool traffic from the east to Utah points; but the record contains no proof of this allegation, and the point was not pressed upon the argument.
1633. An order will be issued in accordance with the opinion herein, except in case of class and commodity rates between eastern defined territories and Utah points, as to which no order at present will be made; but defendants will be required to keep account for three months, showing the difference between their receipts upon traffic actually moved under present rates and what those receipts would have been had these proposed rates been in effect.

Railroad Commission of Nevada *v.* Southern Pacific Company. (19 I. C. C. Rep., 238.)

1634. Class rates from points in eastern defined territory to points in Nevada found unreasonable; reasonable rates prescribed for the future.

Maricopa County Commercial Club *v.* Santa Fe, Prescott & Phoenix Railway Company. (19 I. C. C. Rep., 257.)

1635. Class rates from points within eastern defined territory between the Missouri River and the Pittsburg-Buffalo line to Phoenix, Ariz., found unreasonable; reasonable rates prescribed for the future.

Traffic Bureau of the Merchants' Exchange *v.* Southern Pacific Company. (19 I. C. C. Rep., 259.)

1636. Class rates from Sacramento, Cal., to points upon the main line of the Southern Pacific Company between Reno, Nev., and Cecil Junction, Utah, inclusive, found excessive; reasonable rates prescribed for the future.

Portland Chamber of Commerce *v.* Oregon Railroad & Navigation Company. (19 I. C. C. Rep., 265.)

1637. Defendants' interstate class rates from Seattle, Tacoma, and Portland to points in Washington, Oregon, Idaho, and Montana found unreasonable and reduction of 20 per cent in said rates proposed.

St. Paul Board of Trade *v.* Minneapolis, St. Paul & Sault Ste. Marie Railway Company. (19 I. C. C. Rep., 285.)

1638. The defendant maintains two proportional rates out of Minnesota concentrating markets to Manistique, Mich., on butter and eggs destined to eastern points, one of 20 cents and one of 40 cents per 100 pounds, the former being limited in its application to butter and eggs that have reached the concentrating points over defendant's line, and the 40-cent rate being an open rate applicable on butter and eggs reaching those markets over other rails; *Held*, That the defendant may make a distinction in its rates between shipments originating at the concentrating points, so far as its line is concerned, and traffic upon which it has had a haul into the concentrating points; but it may do this only under proper tariff provisions connecting the inbound with the outbound movements, and then only when the inbound movement to the concentrating point proceeds under rates on file with the Commission.

Reiter, Curtis & Hill *v.* New York, Susquehanna & Western Railroad Company. (19 I. C. C. Rep., 290.)

1639. The view expressed that unloading facilities that are ample to meet the general requirements of a community need not be enlarged by a carrier to meet the special requirements of a single shipper on a given occasion.

1640. Complaint, demanding refund of demurrage charges that accrued pending negotiations for, and the construction of, private sidings and connections, the work being completed within thirty days after the request for them was made, dismissed as being without merit.

Willson Brothers Lumber Company *v.* Norfolk Southern Railroad Company. (19 I. C. C. Rep., 293.)

1641. In accepting a shipment at a point in North Carolina for carriage to a point in the State of Ohio, the initial carrier assumed the burden of giving the shipper the advantage of the cheapest reasonably direct route; but not being well advised of the available routes, it neither asked instructions of the shipper nor made inquiry of connecting lines; *Held*, That it is liable to the shipper for the excess charge resulting from its mistake in delivering the shipment to the wrong connection.

Alabama Lumber & Export Company *v.* Philadelphia, Baltimore & Washington Railroad Company. (19 I. C. C. Rep., 295.)

1642. Defendants' rate on Bellamy, Ala., to Holly Beach, N. J., not found relatively unreasonable under the circumstances disclosed by record.

1643. Whether the Sumter & Choctaw Railway Company ought to have been included as a proper or necessary party to this record, or whether it is a common carrier or a private carrier, not considered; the Commission looks to the Southern Railway Company to fix its course with respect to this carrier in conformity with all the requirements of the law.

Alpha Portland Cement Company *v.* Delaware, Lackawanna & Western Railroad Company. (19 I. C. C. Rep., 297.)

1644. The consignor noted on the bill of lading a route, and also a rate which was legally in force only over another route; *Held*, That the initial carrier ought to have forwarded the shipment by the route over which the specified rate applied instead of by the named route which carried a higher rate.

Homer P. Fisk & Sons *v.* Boston & Maine Railroad. (19 I. C. C. Rep., 299.)

1645. While an informal letter is sufficient to stop the statute of limitations on reparation claims, yet such letter must contain all the elements of a claim. The letter relied upon herein is not such a definite and independent claim as to defeat the plea of limitation.

- 1646. A carrier may demand its legal charges before delivering freight, and demurrage accruing during a controversy as to such payment can not be refunded on that ground alone, but it must be shown that the charges are unreasonable or unjustly discriminatory.
- 1647. Dissimilarity of conditions affecting the transportation of this coal existing at Springfield, Mass., but not present at Holyoke, Mass., under the decisions of the United States Supreme Court negatives the presumption of unreasonableness of rates as to Holyoke shipments.
- 1648. In the absence of satisfactory evidence the rate charged complainants on coal from the Lackawanna road not found unreasonable.
- 1649. Refund of straight overcharge on certain shipments of coal ordered to be made.

Corporation Commission of the State of North Carolina *v.* Norfolk & Western Railway Company. (19 I. C. C. Rep., 303)

- 1650. Because of conditions which exist at the Virginia cities and do not exist at Winston-Salem and Durham, N. C., complainants charge of unjust discrimination not sustained upon this record.
- 1651. Because defendants have constructed a system of rates on a zone or blanket system is not sufficient to justify the collection of unreasonable charges to any point. Every city is entitled to the advantage of its location and may not lawfully be subjected to high freight charges merely because carriers, for reasons of convenience or otherwise, include it in a number of other points in surrounding territory, which latter points are not similarly situated.
- 1652. It does not follow as a necessary consequence that the reduction of rates to Winston-Salem and Durham to a reasonable basis would necessarily entail a reduction of rates to other points in North Carolina. It might be true that certain reductions would necessarily be made, but it would be to a few points only and to a very limited extent.
- 1653. While it is true that transportation conditions are to some extent different on the lines extending south from Roanoke and Lynchburg than obtain on the main line from Roanoke to Norfolk, yet the difference by no means warrants rates to Winston-Salem and Durham on through traffic that are so much higher than are maintained to main-line points.
- 1654. Present class rates of the Norfolk & Western on shipments from Roanoke and Lynchburg to Winston-Salem and Durham, respectively, found unjust and unreasonable to the extent that they exceed the rates prescribed in the report.
- 1655. Present class rates of the Norfolk & Western on shipments from Cincinnati, Ohio, to Winston-Salem and Durham, respectively, found unjust and unreasonable to the extent that they exceed the rates prescribed in the report.
- 1656. For the present no order will be made as to the traffic moving from the other western points of origin north of the Ohio named herein.

American Creosote Works (Ltd.) *v.* Illinois Central Railroad Company. (19 I. C. C. Rep., 314.)

- 1657. Defendants' petition for rehearing of this case denied.

Harbor City Wholesale Company of San Pedro, Cal., *v.* Southern Pacific Company. (19 I. C. C. Rep., 323.)

- 1658. Upon a finding that Los Angeles was originally made a terminal rate point because of its proximity to the harbor of San Pedro and has since maintained that rate status; and upon the further finding that the actual and potential competition through the harbor of San Pedro contribute at this time to the maintenance of terminal rates to Los Angeles, it is *Held*, That the defendants are guilty of an unlawful discrimination against San Pedro in not making it also a terminal rate point.
- 1659. A rate adjustment that deprives San Pedro of the benefit of its own geographical position while according the benefit of it to Los Angeles constitutes an undue discrimination. If actual or potential water competition through the harbor of San Pedro is recognized by the defendants in the Los Angeles rates it can not law-

fully be obscured in the rates to San Pedro itself. When one community leans upon another for its competitive rates, the benefit of such rates ought not to be denied to the point where the competitive conditions exist.

Louisiana Central Lumber Company *v.* Chicago, Burlington & Quincy Railroad Company. (19 I. C. C. Rep., 333.)

1660. Rates on yellow-pine lumber and products from points in Louisiana, Texas, Arkansas, and Missouri to points reached by the lines of the Chicago, Burlington & Quincy Railroad Company and the Union Pacific Railroad Company in western Nebraska found unreasonable. Reasonable rates prescribed for the future.

Florida Cotton Oil Company *v.* Central of Georgia Railway Company. (19 I. C. C. Rep., 336.)

1661. Through routes established on cottonseed from points on the Central of Georgia Railway to Jacksonville, Fla., and reasonable rates therefor prescribed.

1662. Reparation on certain shipments of cottonseed oil awarded and on certain shipments of cottonseed denied.

Beekman Lumber Company *v.* Louisiana Railway & Navigation Company. (19 I. C. C. Rep., 343.)

1663. Reparation awarded for excess charges resulting from the misrouting of two shipments of lumber.

Freeman Lumber Company *v.* St. Louis, Iron Mountain & Southern Railway Company. (19 I. C. C. Rep., 348.)

1664. Rates on cypress lumber from Gleason, Ark., to points reached by lines of defendants in Missouri, Kansas, Illinois, Nebraska, Iowa, etc., found unreasonable. Reasonable rates prescribed for the future.

Joseph Ullman *v.* American Express Company. (19 I. C. C. Rep., 354.)

1665. Original complaint herein alleged unreasonable rates, but did not ask for reparation. The Commission ordered reduction of rates, and subsequently complainant instituted this proceeding for reparation; *Held*, That under Rule 206 of Conference Rulings Bulletin No. 4 complaint should be dismissed.

Hillsdale Coal & Coke Company *v.* Pennsylvania Railroad Company. (19 I. C. C. Rep., 356.)

1666. To the physical capacity of a coal mine the defendant adds its commercial capacity tested by the shipments made from it during the preceding 12 months, and divides the sum by two; these two factors being revised quarterly the mine is thus given a constantly corrected rating in the distribution of coal cars during percentage periods. If this basis is equitably applied to all mines served by the defendant the Commission is unable to see that it results in an unequal, unfair, or discriminatory distribution of its equipment.

1667. The complainant's contention that physical capacity alone is the fair and sound basis for rating coal mines for car distribution is not sustained; the utmost obligation of a carrier under the law is to equip itself with sufficient cars to meet the requirements of a mine for actual shipment; and it is of no real concern to the carrier what are the physical possibilities of a mine in the way of daily output except as that factor may afford some measure of what its actual shipments will be.

1668. The Commission reaffirms its previous ruling to the effect that the owner of private cars is entitled to their exclusive use and that foreign railway fuel cars assigned to a particular mine can not be delivered to another mine; but it again holds that all such cars must be counted against the distributive share of the mine receiving them. It is therefore *Held*, That the defendant's rule, providing that the capacity in tons of such "assigned" cars shall be deducted from the rated capacity of the mine receiving them and that the remainder is to be regarded as the rated capacity of the mine in the distribution of all "unassigned" cars, is unlawful and discriminatory.

1669. The defendant's contention that, so long as the petitioner receives all the coal cars it is entitled to, it has no right to complain because some other operator receives an undue proportion of cars is not sustained. The law not only gives the shipper a right to an equal or a justly ratable use of the facilities of an interstate carrier but the assurance also that no other shipper shall fare ratably better at the hands of the carrier.

1670. The question of damages, which the complainant claims to have suffered as the result of the discriminations herein found to have been practiced against it, reserved for further argument.

Jacoby & Company v. Pennsylvania Railroad Company. (19 I. C. C. Rep., 392.)

1671. The special allotment daily of 500 of its system coal cars to a particular operator for the purpose of supplying foreign steamships with coal found to be a discriminatory practice so long as they were not counted against the rating of those mines during periods of car shortage. A like view expressed of the sale by the defendant of 1,000 of its coal cars to the same operator.

1672. Following *Hillsdale Coal & Coke Co. v. P. R. R. Co.*, ante, p. 356, defendant's rules and regulations for the distribution of coal cars during periods of car shortage found to be unlawful.

Commercial Club of Omaha v. Baltimore & Ohio Railroad Company. (19 I. C. C. Rep., 397.)

1673. Rates on butter, eggs, and poultry, in carload lots, from Omaha to points in Central Freight Association and Atlantic Seaboard territories not found unreasonable; petition for institution of through routes and joint rates denied.

Nelson D. Stilwell v. Lehigh & Hudson River Railway Company. (19 I. C. C. Rep., 404.)

1674. Tariff of initial carrier naming advanced rate did not properly cancel lower rate named in tariff of another carrier to which rate initial carrier was a party. Reparation awarded.

Albert Preston v. Chesapeake & Ohio Railway Company. (19 I. C. C. Rep., 406.)

1675. Under the circumstances disclosed by the record in this case, the Commission does not find that the maintenance of a higher rate from Rockhouse, Ky., to Brockwayville, Pa., than is contemporaneously maintained from Rockhouse to Buffalo and Salamanca, N. Y., was, at the time the shipments of cross-ties moved, in violation of the fourth section of the act; nor does it find that either the rate from Marrowbone, Ky., to Huntington, W. Va., or that from Rockhouse to Marrowbone, or that from Rockhouse to Brockwayville, on cross-ties, was unjust or unreasonable.

In the matter of reduced rates on returned shipments. (19 I. C. C. Rep., 409.)

1676. Upon complaints in regard to proposed withdrawal by carriers of their special reduced rates on returned shipments, investigation was held by the Commission, but after due consideration the former conclusion of the Commission announced in section B, paragraph 67, of Tariff Circular 17-A is adhered to, which disapproved of the returned-shipment rates in general, but justified reduced rates for the return of freight which has been refused by the consignee at destination.

1677. The principle underlying the ordinary transit privilege can not be relied upon in support of the returned-shipment rule. Transit arrangements, in their common form, are susceptible of defense only upon the theory that the inbound and outbound movements are in fact parts of a single continuous transaction; but there is no real connection between an outbound shipment to-day and a "returned shipment" one year hence.

1678. The Commission does not feel justified in modifying the terms of its ruling to the effect that shipments refused at destination may be returned at reduced rates within 10 days. The ten-day limit does not seem to be inadequate.

1679. It is axiomatic that rates depend largely upon value, and the Commission thinks that no objection could be raised against the establishment of special ratings for the movement of defective or dam-

aged goods; but if this course is adopted the "returned" element should be altogether disregarded, the rating to be predicated entirely upon the low value of the freight.

Commercial Club of Omaha *v.* Anderson & Saline River Railway Company. (19 I. C. C. Rep., 419.)

1680. Petition for rehearing denied.

Sikeston Mercantile Company *v.* Boston & Maine Railroad. (19 I. C. C. Rep., 422.)

1681. Complainant's allegation of misrouting not sustained. Complaint dismissed.

Omaha Grain Exchange *v.* Chicago & North Western Railway Company. (19 I. C. C. Rep., 424.)

1682. Complaint alleges unreasonable rates on grain from parts of South Dakota, Minnesota, and Iowa to Omaha, Nebr., as compared with the rates from same points to other markets; the real and important question here is whether or not defendants shall be required to establish rates from the territory in question to Omaha on a basis of like rates for like distances as compared with their rates from same points to Minneapolis; *Held*, That the rates to Minneapolis are strongly influenced or controlled by competitive conditions which do not likewise affect the rates to Omaha. The interests of the Minneapolis lines which do not also reach Omaha, as well as the demands of the milling interests at Minneapolis, create conditions which, as to the rates and transportation to Minneapolis, are substantially dissimilar from those which apply to the rates and the transportation to Omaha.

Southern Cotton Oil Company *v.* Atlantic Coast Line Railroad Company. (19 I. C. C. Rep., 434.)

1683. Crude cottonseed oil shipments were made into Savannah, Ga., on local rates from points in Georgia and Alabama, there refined and then reshipped on balance of through rates from various points of origin to ultimate destinations. Between the inbound and the outbound movements the rates had been advanced 2 cents per 100 pounds, and defendants applied on these shipments the higher through rates in effect at time of reshipment. Upon complaint that the higher charges were unlawful; *Held*, That the legal rates applicable on these shipments were the rates in effect at the time of the initial movement. Reparation awarded.

Chicago Car Lumber Company *v.* Louisville & Nashville Railroad Company. (19 I. C. C. Rep., 438.)

1684. Reparation awarded upon four carload shipments of railroad ties between Tennessee Ridge, Tenn., and Louisville, Ky.

In the matter of extra fare paid by passengers by reason of the nonvalidation of the return portions of limited excursion tickets. (19 I. C. C. Rep., 440.)

1685. Respondents' present regulations providing for refund to passenger of excess amounts collected on account of passenger's failure to validate round-trip excursion ticket found to be reasonable.

George W. Riter *v.* Oregon Short Line Railroad Company. (19 I. C. C. Rep., 443.)

1686. There is great force in the position of complainant that good faith to the public would require defendants to state in advertisements of their excursions the total amount which would be exacted for the transportation service, of which validation is a part; but it is difficult to see how it can be held to be a violation of the act to regulate commerce to exact a part of the tariff rate at the ticket office when the ticket is sold and the balance of that rate at the validating agency when the ticket is validated.

1687. While it seems probable that in some instances the place of validation might be made more convenient than it now is and that the annoyance to the public might be somewhat lessened, still upon the showing made in this record and upon knowledge of the situa-

tion, the Commission hesitates to interfere by any general rule. If special instances arise where the inconvenience is undue, those can be dealt with individually.

1688. It has been assumed that the validation of these excursion tickets was a regulation or practice which fell within the jurisdiction of this Commission, but that point has not been particularly considered, and is not decided.

1689. Under the method of handling these validation fees they never find their way into the revenue returns of the carriers to this Commission. In some way those fees should find their way into the accounts of the railroads; but the circumstance that a proper account of the fees is not given does not of necessity stamp the exaction of it or the method of its exaction as illegal.

1690. Complainant's contention that the manner in which these validation fees are handled amounts to a violation of the fifth section of the act is not sustained.

S. M. Isbell & Company v. Lake Shore & Michigan Southern Railway Company. (19 I. C. C. Rep., 448.)

1691. Initial carrier held not responsible for misrouting shipment via an Ohio River crossing taking higher combination than might have been obtained via another Ohio River crossing using, as a factor, a special commodity rate south of the river, the initial carrier not being a party to the rates named by the line south of the river. Complaint dismissed.

S. T. Fish & Company v. New York, Chicago & St. Louis Railroad Company. (19 I. C. C. Rep., 452.)

1692. Complaint of misrouting not sustained; reparation denied and complaint dismissed.

Oak Grove Farm Creamery v. Adams Express Company. (19 I. C. C. Rep., 454.)

1693. Complainant alleges that defendants' rates on cake are unreasonable as compared with their rates on bread; *Held*, That defendants may properly apply a somewhat lower rate on bread than on cake; but that the present rates on cake are unreasonable and should not exceed the regular merchandise rates, excluding the weight of the hamper in which the cake is shipped.

1694. Defendants' tariffs provide that the bread rate shall apply to mixed shipments of bread and cake, but not unless at least 50 per cent of the shipment consists of bread. Complainant contends that this rule bars it from making mixed shipments, while it permits certain of its competitors who bake both bread and cake to obtain the bread rate upon shipments of bread and cake; *Held*, That the above rule of defendants discriminates against complainant, and is unjust and unreasonable, and should be discontinued.

Pat. Chappelle v. Louisville & Nashville Railroad Company. (19 I. C. C. Rep., 456.)

1695. Petition of defendant for rehearing denied, the Commission reaffirming its right to exercise jurisdiction over private cars when used for the conveyance of amusement outfits, theatrical companies, and the like.

Fred. W. Green, receiver for Ionia Wagon Company, v. Alabama Great Southern Railroad Company. (19 I. C. C. Rep., 458.)

1696. Rates on hickory spokes from Fort Payne, Ala., and Chattanooga, Tenn., to Cincinnati, Ohio, found unreasonable when compared with the rates on hard-wood lumber. Reparation awarded.

A. P. Morgan Grain Company v. Atlantic Coast Line Railroad Company. (19 I. C. C. Rep., 460.)

1697. Rates on certain classes and commodities from Ohio and Mississippi River crossings to Atlanta, Ga., and to Birmingham, Ala., which were advanced August 1, 1908, not found to be unjust, unreasonable, or unduly discriminatory. Complaint dismissed.

Hanley Milling Company v. Pennsylvania Company. (19 I. C. C. Rep., 475.)

1698. Upon the facts disclosed by the record complainant is entitled to reparation because defendants negligently failed to comply with complainant's request for reconsignment of one carload of hay.

Colorado Coal Traffic Association v. Colorado & Southern Railway Company. (19 I. C. C. Rep., 478.)

1699. Apart from the charge of deviation from the long-and-short-haul section, no question is herein involved that was not disposed of in *Cedar Hill Coal & Coke Co. v. C. & S. Ry. Co.*, 16 I. C. C. Rep., 387; and as to the long-and-short-haul feature, in accordance with the provisions of the fourth section as amended June 18, 1910, no order at this time will be made.

Paragon Plaster Company v. New York Central & Hudson River Railroad Company. (19 I. C. C. Rep., 480.)

1700. Rates collected on carload shipments of wall plaster from Syracuse, N. Y., to Boston, Mass., and New York, N. Y., not found unreasonably high or unduly discriminatory. Complaint dismissed.

Griffen H. Deeves Lumber Company v. Chicago & North Western Railway Company. (19 I. C. C. Rep., 482.)

1701. The fact that over nine months after shipment moved defendant provided for absorption of switching charge, held not sufficient in itself to justify a finding that the charge was unreasonable.

1702. Complaint of unreasonable charges on shipment from Greenville, Mo., to Foodhouse, Ill., and on shipment from Dothan, Ala., to Chicago, Ill., not sustained.

Wells-Higman Company v. Grand Rapids & Indiana Railway Company. (19 I. C. C. Rep., 487.)

1703. Joint rate in excess of combination. Reparation awarded.

1704. Shipment Metropolis, Ill., to Chicago, Ill., reconsigned to Lawton, Mich. Reconsigning instructions given to carrier not participating in original movement; *Held*, That two separate movements resulted, the first intrastate and the second interstate. Carriers participating in interstate movement not made parties defendant. Complaint dismissed.

1705. No overcharge shown for transportation within jurisdiction of Commission.

S. Shoecraft & Son Company v. Illinois Central Railroad Company. (19 I. C. C. Rep., 492.)

1706. Following *Blinn Lumber Co. v. Southern Pacific Co.*, 18 I. C. C. Rep., 430, consideration of this claim is barred by the statute of limitations, and complaint is dismissed.

Webster Grocer Company v. Chicago & North Western Railway Company. (19 I. C. C. Rep., 493.)

1707. Joint rate in excess of sums of separately established rates. Combination determined and reparation awarded.

In the matter of the investigation and suspension of certain demurrage schedules. (19 I. C. C. Rep., 496.)

1708. The Commission recommends that for six months following December 1, 1910, the free time upon lumber and forest products, coal, grain, and grain products be extended from forty-eight hours to seventy-two hours, provided, however, that the application of the average rule shall only be allowed upon a forty-eight-hour basis. Before the expiration of that period the Commission will be able to intelligently determine what commodities, if any, should be given a longer free time than the standard forty-eight hours.

T. A. Rickel v. Atchison, Topeka & Santa Fe Railway Company. (19 I. C. C. Rep., 499.)

1709. Without considering the question of the legality of the use by interstate carriers of so-called exchange scrip books, the Commission holds that because of the defects of the tariff under which such books were sold by the defendant the provision therein limiting the right of the purchaser to demand redemption of unused cou-

pons to a period of eighteen months was not valid. Reparation awarded the complainant for his unused coupons, although presented for redemption after the said period had expired.

Orange Grocery Company *v.* Morgan's Louisiana & Texas Railroad & Steamship Company. (19 I. C. C. Rep., 502.)

1710. Rate of 55 cents per 100 pounds collected on mixed carload of groceries from Orange, Tex., to Eunice, La., a distance of 105 miles, not found unreasonable, and reparation denied.

Solomon Ballin *v.* Southern Pacific Company. (19 I. C. C. Rep., 503.)

1711. Alleged discrimination not shown upon the record as presented in the complaint and complaint is therefore dismissed.

Block-Pollak Iron Company *v.* Houston East & West Texas Railway Company. (19 I. C. C. Rep., 505.)

1712. Initial carrier failed to route a shipment over a line carrying a rate inserted by the shipper in the bill of lading when such route was available. Reparation awarded.

J. B. Ford Company *v.* Michigan Central Railroad Company. (19 I. C. C. Rep., 507.)

1713. A simple commodity, advertised, sold, and shipped under a trade name which does not disclose the real nature of the commodity is not improperly rated when rated the same as other and competing preparations of similar physical character and general nature.

J. W. Johnson Company *v.* Clyde Steamship Company. (19 I. C. C. Rep., 512.)

1714. Reparation awarded on various less-than-carload shipments of cotton-shoddy lining from Philadelphia, Pa., to Chicago, Ill.

Ponchatoula Farmers' Association (Ltd.) *v.* Illinois Central Railroad Company. (19 I. C. C. Rep., 513.)

1715. Defendant's rule authorizing carload rates on mixed carloads and providing that any deficit in minimum shall be made up by adding to the weight of the highest rated article, found unreasonable and ordered amended to provide that deficit in weight shall be made by adding to the weight of the heaviest loaded article.

1716. Minimum weight of 18,000 pounds on strawberries from Ponchatoula, La., to Chicago, Ill., unreasonable in so far as it exceeds 17,000 pounds.

1717. Carload rate of 58½ cents per 100 pounds on lettuce from Ponchatoula, La., to Chicago, Ill., unreasonable in so far as it exceeds 55 cents.

1718. Defendant's "owner's-risk" rule was vague and misleading and warranted complainant's objection. Rule as corrected, effective June 6, 1910, appears to remove cause of complaint.

1719. Many other matters complained of are either beyond the Commission's jurisdiction or are not presented on any basis that would authorize the Commission to grant relief.

George M. Spiegle & Company *v.* Southern Railway Company. (19 I. C. C. Rep., 522.)

1720. The milling-in-transit rates of defendant on lumber at Newport, Tenn., are excessive and discriminatory. Reduction ordered and reparation awarded.

Sligo Iron Store Company *v.* Union Pacific Railroad Company. (19 I. C. C. Rep., 527.)

1721. Reparation awarded against the principal defendant for unreasonable rate on one carload of soft coal from Omaha, Nebr., to Ogden, Utah.

1722. For reasons stated in the decision the Commission does not attempt to express an opinion upon the reasonableness of the various parts of the combination rate on soft coal from Thomas, W. Va., to Tonopah, Nev., nor to establish a joint through rate.

1723. Without attempting to determine what would be a reasonable rate to apply to the transportation of bituminous coal generally between Cairo, Ill., and Texarkana, Ark., the Commission is of the opinion that the rate charged in this case was not unreasonable. Amendment to complaint dismissed.

Hydraulic-Press Brick Company v. Mobile & Ohio Railroad Company. (19 I. C. C. Rep., 530.)

1724. Reasonable rate for transportation of brick from Cheltenham, Mo., to Tuscaloosa, Ala., prescribed and reparation awarded.

St. Louis Hay & Grain Company v. Mobile & Ohio Railroad Company. (19 I. C. C. Rep., 533.)

1725. Rate of 2 cents per 100 pounds for the service of defendant carriers in connection with reconsignment at East St. Louis, Ill., of hay in carloads originating at points north, east, and west thereof and destined to southeastern points, at the time said service was rendered found unjust and unreasonable to the extent that the same exceeded $1\frac{1}{2}$ cents per 100 pounds. Reparation awarded.

Traugott Schmidt & Sons v. Michigan Central Railroad Company. (19 I. C. C. Rep., 535.)

1726. Present blanket any-quantity rate of 50 cents per 100 pounds on wool "in the grease" applying from Chicago, Detroit, and other points to Boston found not unduly discriminatory or unreasonable as applied to Detroit. Petition asking the Commission to order establishment of a "stop-off" privilege on wool at Detroit denied. Complaint dismissed.

W. L. Douglas Shoe Company v. Adams Express Company. (19 I. C. C. Rep., 539.)

1727. It appears that after defendant had purchased the stock of a competing express company a lower rate via rail and water from Brockton and other points in Massachusetts to New York City was withdrawn and the route abolished; upon petition of shippers asking that the rail-and-water rate and route be restored and praying for reparation; *Held*, That the Commission has not sufficient knowledge to attempt to make an order with respect to all the localities involved, but suggests to defendant that the original route and rate be restored or that an equivalent rate be established by some other route; if defendant does not within sixty days file its tariff in obedience to this suggestion, the matter will be set down for further investigation, and a definite order will be made. Claim for reparation denied.

1728. The Commission has no authority to order the rival company which sold out to defendant to restore this route and rate. If such authority resides anywhere, it is in the courts and not in this Commission.

Gulf Coast Navigation Company v. Kansas City Southern Railway Company. (19 I. C. C. Rep., 544.)

1729. A company engaged in the sale and distribution of oils and fuel transferred its barges and tugboats to the complainant company, incorporated by it for the purpose, and the stock of which it now owns. Upon complaint by the latter company asking for through routes and joint rates to certain landings on the Neches and Sabine rivers, to which it does not appear that it carries any substantial traffic for other shippers; *Held*, That the service performed by the complainant for the oil company by which it is owned is not a service of transportation, and the mere fact that the complainant has been incorporated as a common carrier and is able to pick up some traffic for other interests gives it no right to demand joint through rates with the defendants and thus to compel the defendants to contribute to the expense of its operation.

Northern Anthracite Coal Company v. Delaware, Lackawanna & Western Railroad Company. (19 I. C. C. Rep., 549.)

1730. Defendant's present separately established rates per gross ton for the transportation of semianthracite coal, originating at Bernice, Pa., from Waverly, N. Y., to Binghamton, N. Y., found unreasonable, and reasonable rates prescribed for the future.

Wyman, Partridge & Company *v.* Boston & Maine Railroad. (19 I. C. C. Rep., 551.)

1731. Reparation awarded in favor of the principal complainants against certain lake-line defendants for damages on shipments of merchandise because of unreasonable rate advances to cover marine insurance protection which was never given. *Joynes v. P. R. R. Co.*, 17 I. C. C. Rep., 361, cited and distinguished.

Procter & Gamble Company *v.* Cincinnati, Hamilton & Dayton Railway Company. (19 I. C. C. Rep., 556.)

1732. Complainant objects to defendants' rule as to demurrage charges in so far as it provides for demurrage on private cars while standing on private tracks, and particularly to the provision that if private cars are returned under load the railroad service is not at an end until the lading is removed; *Held*, That defendants are within their lawful rights in establishing and maintaining the rule complained of.

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UNIVERSITY OF MICHIGAN
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APPENDIX C.

DIGEST OF COURT DECISIONS.

DIGEST OF COURT DECISIONS.

A discussion of court decisions involving injunctions to restrain enforcement of orders of the Commission and of decisions relative to criminal violations of the law, during this year, can be found in the text of this annual report. The decisions abstracted herein involve questions of railway regulation which are closely related to matters arising before commissions.

1. IN THE SUPREME COURT.

PROPOSED ADVANCES IN FREIGHT RATES.

In *Macon Grocery Company v. Atlantic Coast Line Railway Company*, 215 U. S., 501, decided January 17, 1910, the appeal from the United States circuit court of appeals of the fifth circuit to review a decree which reversed a decree of the circuit court for the southern district of Georgia, enjoining an advance in freight rates by foreign interstate carriers, was heard and the decision of the circuit court of appeals affirmed. The court held that the original bill should have been dismissed for want of jurisdiction over the persons of the defendants, as the bill could not be brought in a federal district in which none of the defendants reside. The court affirmed the decree without expressing an opinion as to the merits of the reasoning upon which it was based.

TAXATION OF SLEEPING CARS.

In *Pullman Company v. Kansas*, 216 U. S., 56, decided January 31, 1910, the court held that a foreign sleeping-car company can not be restrained from doing local business in the State of Kansas because of its refusal to pay the charter fee of a given per cent of its entire capital stock, imposed by a Kansas statute for the benefit of the permanent school fund, as a condition of doing such business, since such requirement amounts to a burden on the company's interstate business.

ATTACHMENT OF FOREIGN CARS.

In *Davis v. C., C. & St. L. Ry. Co.*, 217 U. S., 157, decided April 4, 1910, the court decided that cars owned by a foreign railway company, which had temporarily come into the State in the course of interstate transportation, through the agency of other carriers, are subject to attachment under the state laws, despite the provisions of the interstate commerce act and of the act of 1866 securing continuity of transportation, and that sums due to a foreign railway carrier from other carriers as the former's share of freight on interstate shipments may be garnisheed under the state laws.

It appears that this question came up in several of the state courts and different views were taken, but the Supreme Court came to the conclusion that foreign cars are not immune from judicial process because engaged in interstate commerce, and said: "The interference with interstate commerce by the enforcement of the attachment laws of a State must not be exaggerated. It can only be occasional and temporary. The obligations of a railroad company are tolerably certain, and provisions for them can be easily made. Their sudden assertion can be almost instantly met; at any rate, after short delay, and without much, if any, embarrassment to the continuity of transportation."

DELEGATION OF LEGISLATIVE POWER.

In *Monongahela Bridge Company v. United States*, 216 U. S., 177, decided February 21, 1910, the court held that the river and harbor act of March 3, 1899, empowering the Secretary of War to require changes in bridges that

would render navigation unobstructed, can not reasonably be taken as a delegation of legislative and judicial power to an executive department of the Government. The court was asked to consider whether the opinion in *Union Bridge Company v. United States*, 204 U. S., 364, should not be modified. The court could see no reason for so doing, but adhered to what was said in that case.

KANSAS PASSENGER TRAIN SERVICE ACT.

In *Missouri Pacific Railway Company v. Kansas*, 216 U. S., 262, decided February 21, 1910, it was held that an order of the Kansas Railroad Commission directing a railroad company to discharge its corporate duty by operating a passenger train over a branch line between its terminus within the State and the state line is not so arbitrary or unreasonable as to deprive the company of its property without due process of law, because there are no facilities at the state line, and no occasion for the termination of the transit at that point. Neither is interstate commerce directly burdened by such order although, to avoid the useless expense of establishing terminal facilities at the state line, the passenger service directed by the order must be operated, not only to the state line, but some 20 miles beyond, where such facilities do exist.

SOUTH CAROLINA LOSS AND DAMAGE ACT.

Section 2 of the South Carolina act of February 23, 1903, penalizes the failure of a common carrier to adjust and pay within the specified time claims for loss or damage. This case was brought to test the validity of that section when applied to claims for loss or damage to interstate freight. The court held that the act does not unlawfully interfere with interstate commerce, even as applied to shipments from without the State, where the statute is construed by the state courts as affecting only the liability of carriers doing business in the State, for property lost or damaged while in their possession. (*Atlantic Coast Line Railroad Company v. Mazursky*, 216 U. S., 122, decided Feb. 21, 1910.)

NORTH DAKOTA COAL RATE CASE.

In *Northern Pacific Railway Company v. North Dakota*, 216 U. S., 579, decided March 14, 1910, it appeared that the supreme court of North Dakota entered a decree enjoining the carrier from further violation of law fixing rates for the carriage of coal within the State. The carrier objected that the maximum rates so fixed are inadequate and confiscatory. The United States Supreme Court affirmed the decree because the evidence leaves the question of reasonableness in doubt, but without prejudice to the right of the carrier to reopen the case if it thinks it can prove more clearly the confiscatory character of the rates. In commenting upon the alleged unreasonableness in the rates the court said: "The great difficulty in the attempt to measure the reasonableness of charges by reference to the cost of transporting the particular class of freight concerned is well known and often has been remarked."

NEBRASKA SWITCH CONNECTION CASE.

In *Missouri Pacific Railway Company v. Nebraska*, 217 U. S., 196, decided April 4, 1910, it appears that certain elevator corporations sought to obtain switch connections from their elevators to the carrier's tracks, under the Nebraska statute for such cases, but the railroad company refused to comply, and suit was brought for the penalty imposed by the act. The court in considering the statute in question declared that it was unconstitutional because it did not provide indemnity for what it required, and said: "On the face of it, the statute seems to require the railroads to pay for sidetracks, whether reasonable or not, or, if another form of expression be preferred, to declare that a demand for a sidetrack to an elevator is reasonable, and that the railroads must pay. Clearly, no such obligation is incident to their public duty, and to impose it goes beyond the limit of the police power."

ARKANSAS STATUTE COMPELLING FURNISHING OF CARS.

In *St. Louis Southwestern Railway Company v. Arkansas*, 217 U. S., 136, decided April 4, 1910, the court held that interstate commerce is unconstitutionally regulated by the Arkansas statute making it the carrier's duty to sup-

ply cars to shippers on demand. It appeared that under this statute a carrier will either be compelled to desist from the interchange of cars with connecting lines for the purpose of moving interstate commerce because of a refusal of the state courts to permit it to avail itself, as causing and excusing its default, of the rules and regulations adopted for the interchange of cars by the American Railway Association, which govern 90 per cent of the railways in the United States, or will be obliged to conduct such business with the certainty of being subjected to the heavy penalties provided by the statute. The court said: "In the nature of things, as the rules and regulations of the association concern matters of interstate commerce inherently within federal control, the power to determine their sufficiency, we think, was primarily vested in the body upon whom Congress has conferred authority in that regard."

GEORGIA SLACKENING SPEED LAW.

In *Southern Railway Company v. King*, 217 U. S., 524, decided May 16, 1910, the court decided that a State may regulate, in the absence of congressional action upon the same subject-matter, the manner in which interstate trains shall approach dangerous crossings, the signals which shall be given, and the control of the trains which shall be required under such circumstances. The carrier in this case averred that the Georgia law requiring the slackening of speed at highway crossings violates the commerce clause of the Constitution, is a direct burden upon and impedes traffic, impairs the usefulness of a railway company's facilities for that purpose, and makes it impossible to observe the federal statute in carrying mails and in interstate commerce business. The court held that these allegations are not sufficient as against demurrer, since they are mere conclusions, and do not show the number or location of the crossings at which the railway company will be required to check the speed of its trains, nor that the particular crossing is not a dangerous one.

MISSOURI STOPPAGE OF TRAINS ACT.

In *Herndon v. Chicago, Rock Island & Pacific Railway Company*, 218 U. S., 135, decided May 31, 1910, it was held that the requirement that passenger trains shall stop at all junction points of other roads, which is made by the Missouri statute, amounts to an unnecessary and unlawful burden upon interstate commerce, if such requirement is construed to necessitate the stoppage of through interstate trains for the transfer of passengers from one road to another, when ample facilities for the traveling public are already provided, and severe detriment and hindrance to interstate traffic will result.

UNJUST DISCRIMINATION AGAINST COLORED PASSENGERS.

In *Childs v. Chesapeake & Ohio Railway Company*, 218 U. S., 71, decided May 31, 1910, it appeared that the court of appeals of Kentucky affirmed a judgment of the circuit court of Fayette County in favor of the carrier in an action by an interstate negro passenger for damages for his eviction from a car set apart exclusively for white persons. On appeal to the United States Supreme Court the decision of the court below was affirmed, and it was there declared that congressional inaction is equivalent to a declaration that a carrier may, by its regulations, separate white and negro interstate passengers. The court said: "The extent of the difference based upon the distinction between the white and colored races which may be observed in legislation or in the regulations of carriers has been discussed so much that we are relieved from further enlargement upon it."

2. IN THE CIRCUIT COURT OF APPEALS.

UNDUE PREFERENCE TO SHIPPER.

In *Chesapeake & Ohio Railway Company v. Standard Lumber Company*, 174 Fed. Rep., 107, fourth circuit, decided July 15, 1909, it appeared that a lumber company, which was a shipper of railroad ties, made a contract with a railroad company by which it agreed to build a tie hoist for loading ties at a station, and a railroad company agreed to haul its ties to a designated point for \$8.50 per car, and to return the lumber company 10 per cent of the freight charges so received, to be applied on the cost of the hoist until entirely paid

for, when it was to become the property of the railroad company. In the meantime, however, it could be used only by the lumber company. The rate given was materially less than the published rate, which was charged other shippers. The court held that such contract was one designed to give the lumber company an undue preference or advantage over other shippers in violation of law, and not enforceable in any part.

UNJUST DISCRIMINATION IN FURNISHING CARS.

In *American Tie & Timber Company v. Kansas City Southern Railway Company*, 175 Fed. Rep., 28, fifth circuit, decided December 28, 1909, it was held that the refusal of an interstate carrier to furnish cars for the shipment of complainant's cross-ties, while furnishing cars to others for interstate shipment of other freight, constitutes an unjust discrimination in violation of the interstate commerce act, for which the complainant was entitled to recover full damages, with an attorney's fee and costs, as authorized by section 8 of the act. It was further held that classification of railway cross-ties in a different class from lumber, imposing on them a higher rate, constitutes unjust discrimination.

PROPOSED ADVANCES IN FREIGHT RATES.

In *Columbus Iron & Steel Company v. Kanawha & Michigan Railway Company*, 178 Fed. Rep., 261, fourth circuit, decided February 14, 1910, the court held that a circuit court of the United States is without jurisdiction to enjoin the filing, publication, or enforcement by a railroad company of an interstate rate, on the ground that it is unreasonable or discriminatory, in advance of action thereon by the Interstate Commerce Commission, which is invested with exclusive jurisdiction to determine such questions in the first instance.

In *Wickwire Steel Company v. New York Central & Hudson River Railroad Company*, 180 Fed. Rep., 316, decided June 14, 1910, it was held by the circuit court of appeals for the second circuit that the circuit court has no jurisdiction of a suit to enjoin an advance in freight rates on a commodity pursuant to a conspiracy to discriminate against certain shippers, though section 9 provides that one claiming damage by a carrier may elect to complain to the Commission or sue in the federal courts. It was also held in this case that a rate filed with the Commission is put in force, though not posted in railway stations.

DAMAGES FOR NOT SUPPLYING CARS.

In *Oregon Railroad & Navigation Company v. Dumas*, decided by the circuit court of appeals for the ninth circuit on October 3, 1910, 181 Fed. Rep., 781, it was held that where a carrier contracted to furnish a specified number of cars to move a shipper's apple crop at specified times and places, the carrier's inability to furnish the cars contracted for, owing to unusually heavy traffic at the time the cars were demanded, constituted no defense to an action for damages for such failure. Nor was the contract held to be invalid, as contrary to public policy and discriminatory.

3. IN THE CIRCUIT COURT.

RECOVERY OF PENALTY UNDER ARKANSAS COMMISSION LAW.

An Arkansas statute provides that if any railroad company in the State shall violate any of the provisions of the act of which it is a part, or any of the rules made by the state railroad commission for which there is no other penalty prescribed, it shall be liable to a penalty of not less than \$500 nor more than \$3,000 for each violation, to be recovered in an action brought in the name of the State by the prosecuting attorney of the proper district. The court held that an action to recover such penalty, while civil in form, is in its nature criminal, and is not removable into a Federal court. *Arkansas v. St. Louis & San Francisco Railroad Company*, 173 Fed. Rep., 572, western district of Arkansas, decided November 4, 1909.

OREGON RATE CASE.

In *Oregon Railroad & Navigation Company v. Campbell*, 173 Fed. Rep., 957, district of Oregon, decided September 28, 1909, the court held that the bill

filed by the railroad company in this case to enjoin the enforcement of an order of the Oregon commission fixing rates to be charged by it, did not state the facts showing that the rates so fixed were unreasonably low or confiscatory. It was also held that the Oregon act was not unconstitutional, as subjecting a railroad company to such excessive penalties for its violation, or in case it resorted to the courts, as to deny it the equal protection of the laws.

The court further declared that the Oregon act giving to the state commission power to determine in the first instance the reasonableness of rates charged, and, if found unreasonable, to fix rates which shall be *prima facie* reasonable and just, and shall be conformed to by the railroad company, with the right to bring suit in a court of the State to determine their reasonableness, in which suit it shall have the burden of proof, is not unconstitutional, as conferring legislative, executive, and judicial functions on the Commission.

It was further held that the Oregon act by its terms is unmistakably limited to the regulation of carriers and rates between points within the State, and an order made by the state railroad commission under its authority is presumptively intended to be subject to the same limitations. The fact that such an order fixing rates, limited by its terms to intrastate shipments, may incidentally induce a change in the movement of interstate commerce, or a change in interstate rates, does not render it, nor the statute, unconstitutional as a regulation of interstate commerce.

In another decision in this case, on an amended bill, 177 Fed. Rep., 318, decided February 21, 1910, the court said that whether certain character of freight constitutes intrastate commerce, and is therefore subject to rates prescribed by a state railroad commission, or is interstate commerce, and therefore not so subject, should be settled in a proceeding with reference to a particular shipment of a particular commodity as it arises, and not by a suit to have the Commission's order set aside as beyond its jurisdiction.

OKLAHOMA RATE CASE.

In *Atchison, Topeka & Santa Fe Railway Company v. Love*, 174 Fed. Rep., 59, western district of Oklahoma, decided November 13, 1909, it appeared that the constitution of Oklahoma fixes the maximum passenger rates which may be charged by any railroad for transportation between points in the State at 2 cents per mile, but provides that the corporation commission shall have power to exempt any company from such rate on satisfactory proof that it is not compensatory. The court held that such remedy is not exclusive, and does not deprive a railroad company of the right to invoke the jurisdiction of the Federal courts, where proper grounds for such jurisdiction are alleged, without first applying to the Commission for relief.

Another decision was rendered in this case on its merits on February 14, 1910, 177 Fed. Rep., 493, wherein it was declared that a railroad company can not be lawfully denied a reasonable return on its property devoted to public use. If, by the scope of its operations, several sovereignties are interested, the special insistence of the officers of one should not be permitted to cast an undue burden on the others. The factors common to all, affecting the reasonableness of rates, should be equitably dealt with and adjusted; and this, though the local rates of a single State are alone in question. In the case of a railroad system extending into or through two or more States the part within a State, the value of which is to be determined upon an issue as to the reasonableness of rates therein, should be regarded in its relation to the whole, and consideration given to the influence upon that value of property outside the State employed in aid of all its transportation business.

PROPOSED ADVANCES IN LEMON RATES FROM THE PACIFIC COAST.

In *Arlington Heights Fruit Company v. Southern Pacific Company*, 175 Fed. Rep., 141, southern district of California, decided November 22, 1909, it was held that the final determination of the reasonableness of interstate freight rates is within the jurisdiction of the Interstate Commerce Commission and not with the courts. On an application for a temporary injunction to restrain the enforcement of an increased interstate freight rate, pending determination of its reasonableness by the Interstate Commerce Commission, it is the duty of the court to balance the equities between the parties, and ascertain which of them will suffer greater detriment by the court's action.

PRIORITY OF CLAIM FOR TRAFFIC BALANCES.

In *Whelan v. Enterprise Transportation Company*, 175 Fed. Rep., 212, district of Massachusetts, decided December 28, 1909, it was held that in the distribution of the assets of an insolvent steamship company, claims of connecting transportation companies for traffic balances due from defendant on account of joint freights collected by it are not entitled to priority of payment over claims of other unsecured creditors, in the absence of any agreement creating a trust relation between the parties, but such claimants are entitled to freights collected on their behalf by the receiver after his appointment.

UNJUST DISCRIMINATION IN FURNISHING COAL CARS.

In *Morrisdale Coal Company v. Pennsylvania Railroad Company*, 176 Fed. Rep., 748, eastern district of Pennsylvania, decided February 5, 1910, it was held that where an alleged unlawful discrimination in the distribution of coal cars in violation of the interstate commerce act had been practiced by the defendant railroad company resulting in injury to the complainant, for which it was entitled to damages such discrimination having been applicable to a class of shippers and not to complainant alone the Interstate Commerce Commission had exclusive original jurisdiction to afford complainant relief, it not being entitled to sue in the first instance in an action for alleged damages sustained thereby, authorized by section 9, and this, though the acts constituting the alleged discrimination had ceased prior to the commencement of the suit. In dismissing this bill for want of jurisdiction the court said: "There are wrongs to which a shipper may be subjected that do not need previous action by the Commission. For example—to give a single illustration—isolated acts of oppression or extortion, directed against individuals, might in all probability be redressed by suit at the election of the injured shipper. But where a practice that is applied alike to all shippers, or to all of a class, is complained of because its effect is nevertheless averred to be preferential, a different situation is presented. There the act has given to the Commission a primary jurisdiction over the subject matter in order that redress may be intelligent, complete, and uniform; and this, I believe, to be true whether redress is sought before or after the practice has been given up."

INTRASTATE COMMERCE.

In *Oregon Railroad & Navigation Company v. Campbell*, decided by the circuit court for the district of Oregon on July 11, 1910, 180 Fed. Rep., 253, it was held that where merchandise was transported in interstate commerce to its destination in Oregon, where it was received by the consignee, placed in a warehouse, and freight paid, the interstate character of the shipment thereupon terminated, and the subsequent transportation of the goods in the original packages to other points in Oregon by the consignee constituted intrastate traffic, for which the carrier was only entitled to charge state rates provided by the state board of railroad commissioners.

CONTEMPORANEOUS SERVICE.

In *Mitchell Coal & Coke Company v. Pennsylvania Railroad Company*, decided by the circuit court for the eastern district of Pennsylvania on September 9, 1910, 181 Fed. Rep., 403, it was held that under section 2 of the act to regulate commerce services rendered to a complaining and a favored shipper are "contemporaneous" as long as the discriminating rates remain in force, and for the purpose of comparison they need not be rendered on the same day nor during the same week or month. The court also held that the measure of damages that plaintiff was entitled to recover for discrimination in rates on coal is such discrimination as gave the competitor an unfair advantage in the same market.

ROUTING INSTRUCTIONS.

In *St. Louis & San Francisco Railroad Company v. Allen*, decided by the circuit court for the western district of Arkansas on August 18, 1910, 181 Fed. Rep., 710, it was held that rule 44 of the railroad commission of Arkansas providing that "in case of failure on the part of the shipper to give routing

instructions, it shall be the duty of the railroad receiving the shipment to forward it via such route as will make the lowest rate," as applied to interstate shipments, is unconstitutional as an interference with interstate commerce.

4. IN THE DISTRICT COURT.

TRANSPORTATION OF INTOXICATING LIQUORS.

In *United States ex rel. Friedman v. United States Express Company*, decided by the district court for the western district of Arkansas on July 13, 1910, 180 Fed. Rep., 1006, it appeared that an express company doing interstate business refused shipment of intoxicating liquors offered by parties in Arkansas for transportation to purchasers in that portion of Oklahoma formerly called the Indian Territory. Upon complaint the court held that the Arkansas shippers were entitled, under section 3 of the act to regulate commerce, to a mandamus to compel the express company to transport and deliver such liquor as an article of commerce.

APPENDIX D.

SAFETY APPLIANCES.

SAFETY APPLIANCES.

REPORT OF THE CHIEF INSPECTOR OF SAFETY APPLIANCES TO THE SECRETARY.

WASHINGTON, *December 1, 1910.*

DEAR SIR: I have the honor to present herewith the results of inspections of safety appliances for the year ending June 30, 1910.

The attached tables, covering all the appliances prescribed by the Master Car Builders' Association's standards for the protection of trainmen as well as the safety-appliance law, show the results accruing during the last six years from the inspection of freight and passenger cars and locomotives.

The improvement shown in 1910, not only in the increased number of the cars inspected but in the lessening ratio of defects found, is very gratifying. As you will note, the average of defects per 1,000 cars has decreased from 309.56 in 1905 to 65.33 during the past year.

It is apparent from the figures cited that the officials of the railroads subject to the law are awaking to a sense of their responsibilities, and still further improvements in the maintenance of equipment may be reasonably expected.

The question of power brakes is by far the most important, albeit the most neglected, subject with which the inspectors of safety appliances have to deal. Many of the newer cars have a capacity of 110,000 pounds, and it is extremely difficult to control the movement of such cars, even under the most favorable conditions. The subject is neglected by the carriers because the inspectors are without authority to delay a freight train even for the few minutes necessary for a terminal test, the only means by which it is possible to determine the condition of the brakes. The result is that trains frequently leave their terminals without an air test in charge of crews not one of whom knows anything about the condition of the air equipment. The inspectors should have authority to test the brakes at any terminal, irrespective of the short delay which might result therefrom.

There is still some misconception on the part of certain railroad officials as to the construction of section 4 of the act of April 14, 1910. Thus, in event of an air-pump failure, these companies seek to justify their hauling to the next division point of an entire train controlled by hand brakes only. This practice is pernicious and should be discontinued. Any defect which disables the train-brake system must of necessity be on the locomotive, and there is no excuse for hauling an entire train in violation of the law when the defective engine might be carried light to the nearest repair point or train double-headed with a locomotive having a good pump.

Again, it is frequently assumed that the presence in a train of 85 per cent of air-braked cars in operation is a compliance with the law, even though there may be other power-braked cars "associated" with the operative cars, but not themselves so used and operated. The order of the Commission, under date of June 6, 1910, is specific on this point and should be rigidly observed.

An important end toward which carriers should strive with regard to coupler installation and maintenance is the selection of the minimum number of coupler types or designs and the holding to them as standard. Such action will eliminate the necessity of carrying in stock a multitude of repair parts in order to correctly make repairs. Wrong repairs are all too frequently made because of the impossibility of any carrier actually carrying stocks of parts designed for replacement in all the patterns of couplers now in use. Simplification of coupler equipment will reduce the liability to incorrect substitution of parts when attempting repairs. A coupler with parts so replaced is quite certain to become inoperative within a brief period of time, the result being but a temporary escape from violation of the law at best.

The so-called ash-pan law which went into effect on January 1, 1910, is being generally, but not invariably, observed. Complaints have been received to the

effect that some of the carriers have sought to fulfill the letter of the law by introducing small apertures in the sides of the ash pans, very often in such positions that they are obstructed by the driving wheels. These ash pans can be cleaned without the absolute necessity of men going underneath the locomotives, but the time and labor necessary for the undertaking furnish an incentive to the men themselves to violate the spirit of the statute, inasmuch as they still crawl under the locomotives and clean the pans through the front and rear draft openings. In other instances the locomotives are so equipped that the ash pans may be partially cleaned by means of jets of steam, but it is finally necessary for the men to crawl under the engines in order to dislodge the residue after the blowers have exhausted their efficiency. It is sincerely hoped that this evasion of the law will be abated and that the inefficient systems now in use will be supplanted by equipment that will carry out the spirit as well as the letter of the law.

Many of the dangers heretofore inhering in the business of railroading will be obviated by the adoption of the safety appliance standards prescribed by the Commission in accordance with the power vested by the act of Congress of April 14, 1910, and it is reasonable to believe that the benefit already accruing from the enforcement of the safety appliance law will be still further manifested by the execution of the amendment of 1910.

It is a source of gratification that most of the railroad officials of the country are cooperating with the efforts of the inspectors, and that the companies have come to appreciate the fact that the administration of the safety appliance law contributes to economy in railroad operation no less than to the protection of the lives and limbs of their employees and to the safety of the traveling public.

During the year ending June 30, 1910, there were transmitted to the various United States attorneys cases involving 431 distinct violations of the Federal safety appliance law.

Since the enactment of the law there have been sent to the United States attorneys 3,127 separate violations, and penalties amounting to \$173,800 have been recovered, of which amount \$52,100 has been paid into the Treasury during the fiscal year ending June 30, 1910.

Respectfully submitted.

J. W. WATSON, *Chief Inspector.*

HON. EDWARD A. MOSELEY,
Secretary Interstate Commerce Commission,
Washington, D. C.

SUMMARY.

	1910.	1909.	1908.	1907.	1906.	1905.
Freight cars inspected.....	436,590	357,623	237,868	242,881	271,617	252,361
Freight cars defective.....	22,725	21,574	15,922	19,154	30,742	57,112
Per cent defective.....	5.2	6.03	6.6	7.8	11.31	22.59
Defects reported.....	28,524	26,700	18,596	22,875	37,849	78,121
Passenger cars inspected.....	15,480	12,377	7,051	9,116	11,698	6,653
Passenger cars defective.....	1,015	1,036	347	444	136	118
Per cent defective.....	6.55	8.37	4.8	4.8	1.16	1.77
Locomotives inspected.....	22,604	18,976	10,873	12,733	16,308	11,880
Locomotives defective.....	996	1,033	626	987	1,329	3,379
Per cent defective.....	4.4	5.44	5.7	7.7	8.14	28.44

NUMBER OF DEFECTS PER 1,000 CARS INSPECTED.

	1910.	1909.	1908.	1907.	1906.	1905.
Couplers and parts.....	4.39	4.02	4.42	7.93	12.42	23.06
Uncoupling mechanism.....	7.55	9.07	10.74	19.62	32.07	95.07
Air brakes.....	36.89	44.96	53.15	48.23	68.97	131.22
Handholds.....	12.89	13.65	7.18	14.17	20.02	42.89
Ladders.....	.6	.42	.49	1.08	1.29	3.87
Sill steps.....	1.85	1.57	1.7	1.98	2.77	12.14
Height of couplers.....	1.13	.94	.46	1.13	1.78	1.66
All classes.....	65.33	74.65	78.17	94.14	139.34	309.56

COMPARATIVE CLASSIFIED TABLE OF DEFECTIVE SAFETY APPLIANCES ON FREIGHT CARS AS REPORTED BY INSPECTORS TO THE INTERSTATE COMMERCE COMMISSION FOR THE YEARS ENDING JUNE 30, 1910, 1909, 1908, 1907, 1906, AND 1905.

Defects.	1910.	1909.	1908.	1907.	1906.	1905.
COUPLERS AND PARTS.						
Coupler body broken.....	19	20	24	18	53	50
Coupler body worn.....	28	9	1	30	20	40
Guard arm short.....	0	2	1	1	1	6
Knuckle broken.....	8	11	8	25	40	78
Knuckle worn.....	38	7	11	47	132	292
Knuckle missing.....	23	22	9	8	9	27
Knuckle pin broken.....	413	267	178	420	588	1,049
Knuckle pin wrong.....	87	54	37	74	204	428
Knuckle pin bent.....	7	13	1	5	27	61
Knuckle pin missing.....	24	13	6	5	7	19
Lock block broken.....	369	305	208	259	220	552
Lock block worn.....	44	25	11	17	43	67
Lock block wrong.....	14	11	8	5	0	37
Lock block bent.....	87	62	29	27	62	104
Lock block inoperative.....	339	259	140	170	186	319
Lock block missing.....	10	5	6	8	11	50
Lock-block key missing.....	296	235	252	634	1,164	1,902
Lock-block trigger missing.....	111	119	123	175	608	740
Total.....	1,917	1,439	1,053	1,928	3,375	5,821
UNCOUPLING MECHANISM.						
Uncoupling lever broken.....	37	24	20	65	53	107
Uncoupling lever wrong.....	160	207	55	81	187	578
Uncoupling lever bent.....	108	145	117	269	863	2,076
Uncoupling lever incorrectly applied.....	81	139	42	22	144	736
Uncoupling lever missing.....	186	133	138	402	572	2,346
Uncoupling chain broken ¹	1,510	1,318	1,157	2,389	2,937	5,738
Uncoupling chain too long.....	27	55	49	132	628	3,442
Uncoupling chain too short.....	7	4	2	23	207	633
Uncoupling chain kinked.....	612	740	398	323	441	133
Uncoupling chain missing.....	16	8	16	10	36	364
End casting broken.....	13	12	8	37	124	242
End casting wrong.....	32	26	99	272	883	3,664
End casting bent.....	1	2	20	25	74	115
End casting loose.....	173	134	123	200	446	1,192
End casting incorrectly applied.....	5	2	17	30	168	377
End casting missing.....	54	59	50	68	133	302
Keeper broken.....	57	45	65	105	203	462
Keeper wrong.....	3	0	4	3	10	26
Keeper bent.....	1	1	1	3	3	17
Keeper loose.....	195	160	144	270	536	1,203
Keeper incorrectly applied.....	3	1	14	8	19	75
Keeper missing.....	18	31	16	27	41	154
Angle clip loose.....	0	1	0	2	3	11
Total.....	3,299	3,247	2,555	4,766	8,711	23,933
AIR BRAKES.						
Triple valve defective.....	0	3	2	0	4	9
Triple valve missing.....	4	6	0	2	5	3
Reservoir defective.....	1	4	0	3	1	4
Reservoir loose.....	187	299	261	129	129	359
Cylinder defective.....	2	1	1	0	1	0
Cylinder loose.....	208	274	233	179	210	366
Cylinder and triple valve not cleaned within twelve months.....	2,741	3,458	3,453	3,044	3,504	11,885
Cylinder and triple valve not stenciled with date of cleaning.....	260	406	249	195	428	2,100
Cut-out cock defective.....	207	126	75	94	177	178
Cut-out cock missing.....	0	0	0	0	0	1
Release cock defective.....	17	15	11	12	30	58
Release cock missing.....	26	23	34	25	137	24
Release rod broken.....	21	14	11	16	41	145
Release rod missing.....	2,022	1,718	1,363	1,355	2,101	3,856
Angle cock defective.....	254	232	206	267	447	810
Angle cock missing.....	50	52	45	47	87	59
Train pipe broken.....	23	12	17	16	44	65
Train pipe loose.....	999	906	689	691	1,112	1,312
Train-pipe bracket missing.....	17	13	11	16	29	19
Cross-over pipe defective.....	122	115	116	130	193	182
Cross-over pipe missing.....	0	0	0	0	0	2
Hose defective.....	0	1	1	5	6	16

¹ Includes also uncoupling chains parted by reason of defective clevises, etc., which in tables previous to the year ending June 30, 1906, are shown separately.

COMPARATIVE CLASSIFIED TABLE OF DEFECTIVE SAFETY APPLIANCES ON FREIGHT CARS AS REPORTED BY INSPECTORS, ETC.—Continued.

Defects.	1910.	1909.	1908.	1907.	1906.	1905.
AIR BRAKES—continued.						
Hose missing.....	217	295	276	224	324	397
Hose gasket defective.....	0	0	0	0	0	10
Hose gasket missing.....	0	2	0	0	0	9
Retaining valve defective.....	155	106	39	15	69	129
Retaining valve missing.....	273	152	232	90	342	535
Retaining pipe defective.....	1,792	1,639	1,031	711	1,611	2,508
Retaining pipe missing.....	278	200	224	361	759	568
Brake rigging defective.....	32	15	40	36	56	120
Brake cut out.....	6,200	5,985	4,010	4,028	6,852	7,355
Brake cut out; card old.....	0	5	11	24	35	52
No brakes of any kind.....	0	1	3	0	0	0
Pump missing.....	0	1	1	1	0	0
Total.....	16,108	16,079	12,645	11,716	18,734	33,116
HANDHOLDS.						
Handhold broken.....	41	29	26	54	44	127
Handhold bent.....	918	518	476	1,044	1,345	2,745
Handhold loose.....	345	185	134	174	254	325
Handhold incorrectly applied.....	416	588	41	67	335	269
Handhold missing.....	3,911	3,563	1,033	2,103	3,461	7,359
Total.....	5,631	4,883	1,710	3,442	5,439	10,825
LADDERS.						
Ladder round broken.....	11	1	2	14	22	49
Ladder round bent.....	73	33	40	107	131	291
Ladder round loose.....	89	54	43	65	90	164
Ladder round missing.....	23	8	30	42	36	183
Ladder loose.....	4	3	0	1	4	8
Ladder incorrectly applied.....	63	54	2	36	69	284
Total.....	263	153	117	265	352	979
SILL STEPS.						
Sill step broken.....	9	12	6	12	13	28
Sill step bent.....	135	54	55	100	162	351
Sill step loose.....	30	47	22	20	33	113
Sill step incorrectly applied.....	9	16	4	2	55	13
Sill step missing.....	627	433	319	348	490	2,559
Total.....	810	562	406	482	753	3,064
HEIGHT OF COUPLERS.						
Coupler too high.....	114	65	23	54	111	91
Coupler too low.....	291	226	58	155	293	167
Carrier iron loose.....	91	46	29	67	81	161
Total.....	496	337	110	276	485	419
Grand total.....	28,524	26,700	18,596	22,875	37,849	78,217

The following table, compiled from reports of the Commission's inspectors, as to the condition of safety appliances on the freight cars of a few representative railroads, shows the general trend of improvement during the past five years:

FREIGHT CARS INSPECTED, DEFECTIVE, AND PER CENT DEFECTIVE FOR THE FISCAL YEARS ENDING JUNE 30, 1910, 1909, 1908, 1907 AND 1906.

Name of road.	1910.			1909.			1908.			1907.			1906.		
	In-spected.	Defec-tive.	Per cent defec-tive.	In-spected.	Defec-tive.	Per cent defec-tive.	In-spected.	Defec-tive.	Per cent defec-tive.	In-spected.	Defec-tive.	Per cent defec-tive.	In-spected.	Defec-tive.	Per cent defec-tive.
Alabama Great Southern	698	49	7.0	736	64	8.6	595	66	11.0	404	69	17.0	239	17	7.1
Ann Arbor	839	49	5.8	453	23	5.0	150	3	2.0	623	72	11.5	759	49	6.5
Archison, Topeka & Santa Fe	25,692	1,156	4.5	11,369	541	4.7	5,569	233	4.1	9,413	585	6.2	14,667	1,035	7.6
Atlantic Coast Line	4,142	264	6.1	5,729	410	7.1	1,974	124	6.2	3,579	606	16.9	4,298	1,129	24.1
Baltimore & Ohio	13,152	402	3.0	12,667	590	4.6	10,282	704	6.8	5,024	509	10.1	4,981	650	13.0
Baltimore & Ohio Southwestern	667	19	2.8	1,610	33	2.0	845	40	4.7	443	9	5.4	970	52	5.4
Bessemer & Lake Erie	838	39	4.6	980	55	5.6	860	83	9.6	137	9	6.5	275	17	6.1
Bangor & Aroostook	2,699	60	2.2	1,219	37	3.0									
Boston & Maine	7,461	241	3.2	6,073	294	4.8	4,902	265	5.3	7,997	632	7.9	8,707	844	9.6
Buffalo, Rochester & Pittsburgh	1,525	30	1.9	6,073	21	2.3	432	9	2.0	7,763	36	4.7	8,898	136	15.1
Central in Georgia	2,129	92	4.3	1,891	124	6.5	1,446	48	10.7	1,581	210	13.2	1,658	82	12.4
Central Railroad of New Jersey	2,374	96	4.0	1,965	61	3.1	1,423	46	3.2	1,856	26	3.0	1,240	85	6.8
Central Vermont	5,844	392	6.7	6,360	493	7.7	3,818	319	8.3	2,662	505	9.9	2,169	305	14.0
Chesapeake & Ohio	3,078	321	10.4	1,534	121	7.8	2,529	200	7.5	1,122	111	7.4	2,582	426	14.6
Chicago & Alton	1,465	84	5.7	1,510	52	3.4	1,803	69	3.8	899	47	5.2	22	2	9.1
Chicago & Eastern Illinois	10,830	918	8.4	10,373	1,626	15.6	5,803	864	14.8	7,220	871	12.0	10,960	1,838	16.7
Chicago & North Western	10,266	854	8.3	10,562	1,076	10.2	6,354	661	7.9	6,332	583	8.6	6,785	681	10.0
Chicago, Burlington & Quincy	1,728	128	7.4	1,521	131	8.6	8,961	137	14.2	6,649	639	9.7	1,492	228	15.2
Chicago Great Western	1,734	70	4.0	1,87	6	3.2									
Chicago, Milwaukee & Puget Sound	9,006	505	5.6	7,544	287	3.8	3,970	196	4.9	8,621	1,046	12.1	5,736	504	8.7
Chicago, Milwaukee & St. Paul	7,328	42	5.8	7,212	15	4.0	172	13	7.5						
Chicago, Rock Island & Gulf	11,435	750	6.5	7,701	501	6.5	4,928	332	7.1	8,157	734	8.9	12,458	1,731	13.8
Chicago, St. Paul Minneapolis & Omaha	3,774	154	4.0	1,661	79	4.7	2,105	150	7.1	2,135	180	8.8	2,874	422	14.6
Cincinnati, Hamilton & Dayton	812	49	4.9	1,574	85	5.4	1,124	68	6.0	2,086	171	8.1	1,170	136	11.5
Cincinnati, New Orleans & Texas Pacific	1,941	183	9.4	1,408	129	9.1	880	71	8.1	1,207	136	11.3	238	18	7.5
Cleveland, Cincinnati, Chicago & St. Louis	7,184	401	5.6	7,996	347	4.8	7,875	588	7.3	6,178	469	7.5	3,676	369	10.0
Colorado & Southern	4,257	172	4.0	3,551	291	6.8	2,363	219	9.3	6,900	51	5.7	2,385	319	13.4
Colorado Midland	994	88	8.9	527	62	11.7	332	50	12.6	564	27	4.8	1,110	14	12.7
Delaware & Hudson Co.	5,257	89	1.7	4,048	93	2.0	2,466	74	3.0	1,986	75	3.8	3,653	561	15.4
Delaware, Lackawanna & Western	8,746	206	2.3	8,352	154	1.8	5,436	147	2.7	2,764	302	1.8	3,625	214	5.9
Denver & Rio Grande	11,746	453	3.8	9,836	555	5.6	5,807	306	5.0	5,008	530	5.9	3,714	546	14.7
Duluth & Iron Range	563	24	4.2	107	8	3.8	334	18	5.3	285	0	.0	58	4	6.9
Duluth, Missabe & Northern	600	28	4.6	315	7	2.2									

FREIGHT CARS INSPECTED, DEFECTIVE, AND PER CENT DEFECTIVE FOR THE FISCAL YEARS ENDING JUNE 30, 1910, 1909, 1908, 1907 AND 1906—

Continued.

Name of road.	1910.			1909.			1908.			1907.			1906.		
	In-spected.	Defec-tive.	Per cent defective.	In-spected.	Defec-tive.	Per cent defective.	In-spected.	Defec-tive.	Per cent defective.	In-spected.	Defec-tive.	Per cent defective.	In-spected.	Defec-tive.	Per cent defective.
Duluth, South Shore & Atlantic.....	929	8	8	631	8	1.2	86	2	2.2	827	42	5.0	34	11	32.3
Elgin, Joliet & Eastern.....	496	66	13.3	178	24	13.4	297	29	9.7	282	34	12.0	388	79	20.4
El Paso & Southwestern.....	1,940	128	6.6	990	35	3.5	357	20	5.6	421	26	6.1	1,036	114	11.0
Erie.....	11,661	454	3.9	990	518	4.7	6,709	447	6.6	7,608	632	8.3	5,738	954	16.6
Fort Worth & Denver City.....	2,291	62	2.7	1,927	90	5.2	1,129	78	6.9	387	29	7.5	90	13	14.4
Galveston, Harrisburg & San Antonio.....	1,046	43	4.1	791	23	1.4	1,518	10	.6	1,456	41	2.8	1,117	16	1.4
Georgia Southern & Florida.....	4,470	38	8.1	1,240	30	12.5	2,888	21	7.2	447	61	11.2	298	51	17.1
Grand Rapids & Indiana.....	1,136	30	2.6	1,159	33	2.8	1,960	115	5.8	864	56	6.5	234	17	7.2
Grand Trunk.....	5,783	207	3.6	3,295	232	7.0	1,208	73	6.0	3,389	366	9.2	2,666	288	10.8
Great Northern.....	8,034	500	6.2	4,642	310	6.6	1,208	73	6.0	4,198	484	11.5	3,441	488	14.1
Gulf & Ship Island.....	477	39	8.2	1,114	98	8.8	668	81	12.1	867	139	16.0	889	187	21.0
Gulf, Colorado & Santa Fe.....	1,934	114	5.9	869	72	8.3	865	45	5.2						
Hocking Valley.....	653	7	1.1	760	18	2.4	741	58	7.8						
Houston & Texas Central.....	1,927	43	2.2	2,362	78	3.3	391	4	1.0	856	70	8.2	508	28	5.5
Illinois Central.....	7,796	528	6.8	7,425	696	9.3	7,790	771	9.8	1,313	33	2.5	1,592	43	2.7
International & Great Northern.....	2,074	126	6.1	2,079	62	2.9	945	25	2.6	7,488	759	10.1	9,250	1,233	13.3
Kansas City Southern.....	914	66	7.2	1,283	118	9.2	225	7	3.1	1,601	64	3.9	1,754	118	6.2
Lake Shore & Michigan Southern.....	5,488	219	3.9	6,481	234	3.6	4,462	197	4.4	1,309	110	8.4	1,667	208	12.5
Lehigh Valley.....	2,526	77	3.0	4,034	161	3.9	4,462	185	4.1	6,085	325	5.3	3,953	190	4.8
Louisville & Nashville.....	1,856	43	2.3	5,215	153	2.9	3,780	227	6.0	3,730	138	3.4	3,979	205	5.2
Maine Central.....	5,313	171	3.2	646	27	4.2	1,756	53	4.7	3,970	284	7.1	3,496	227	6.6
Michigan Central.....	1,043	37	7.0	3,741	154	4.1	3,024	142	4.6	1,295	98	7.5	1,976	193	10.0
Minneapolis & St. Louis.....	3,712	84	2.3	268	35	9.3	115	15	13.0	5,220	308	5.9	2,688	184	6.8
Minneapolis, St. Paul & Sault Ste. Marie.....	2,020	170	8.4	1,617	113	6.9	1,643	117	7.1	844	64	7.6	298	16	5.4
Missouri, Kansas & Texas.....	1,218	59	4.8	1,322	93	7.0	807	21	2.8	1,393	65	4.6	2,636	224	8.4
Missouri, Kansas & Texas of Texas.....	6,189	599	9.7	7,437	705	9.4	6,483	445	6.8						
Missouri Pacific.....	1,144	115	10.1	2,816	335	11.9	1,856	216	11.6	4,689	419	8.9	8,212	1,041	12.6
Mobile & Ohio.....	1,181	31	2.6	1,738	186	4.2	1,856	415	6.6	1,530	195	12.7	2,602	424	16.3
Nashville, Chattanooga & St. Louis.....	745	77	10.3	1,837	174	4.2	1,038	53	5.1	1,107	52	4.6	625	49	7.8
New Orleans & Northeastern.....	10,360	275	2.6	10,745	438	4.0	1,196	228	19.1	1,404	194	13.8	2,327	441	18.9
New York Central & Hudson River.....	2,206	93	4.2	2,236	56	2.5	9,752	539	5.5	4,616	274	5.9	7,543	819	10.8
New York, Chicago & St. Louis.....	4,083	117	2.9	5,425	280	5.3	1,704	66	3.8	1,406	42	2.9	1,532	70	4.6
New York, New Haven & Hartford.....	1,084	25	2.3	1,548	66	4.3	3,695	154	4.2	4,596	326	7.0	7,121	938	13.1
New York, Ontario & Western.....	8,429	203	2.4	6,789	374	5.5	1,431	53	3.7	466	41	.8	1,089	53	7.9
Norfolk & Western.....	10,829	710	6.5	308	6.2	2.000	454	17.5	4.3	619	47	7.5	1,089	137	12.5
Northern Pacific.....	1,475	22	1.5	4,946	5	.8	325	14	4.3	8,002	786	8.9	2,980	330	13.0
Northern Pacific Terminal.....				596						657	12	1.8	325	23	7.1

Oregon Railroad & Navigation Co.	2,193	40	1.8	2,360	39	1.6	875	7	8	55	2.5	1,909	83	4.3
Oregon Short Line	4,973	163	3.3	4,393	170	3.8	1,514	42	2.7	95	3.2	6,075	217	6.1
Pennsylvania Co.	5,114	120	2.3	4,906	125	2.5	2,364	89	3.8	190	3.8	2,695	167	3.5
Pennsylvania Railroad	13,281	274	2.0	9,807	242	2.4	3,821	133	3.4	475	2.9	4,410	388	8.8
Pere Marquette	4,440	302	6.8	2,064	250	12.1	694	60	8.6	118	9.3	2,890	404	13.9
Philadelphia & Reading	5,030	124	2.5	2,988	95	3.1	1,681	63	3.7	1,055	4.0	1,639	157	9.5
Pittsburgh & Lake Erie	1,199	79	6.6	1,281	83	6.5	804	45	5.6	804	70	239	63	26.3
Rutland	629	42	6.4	462	40	8.6	61	2	3	744	63	553	70	10.1
St. Louis & San Francisco	912	856	12.4	7,497	799	10.6	4,469	343	7.6	355	6.2	11,695	1,278	10.9
St. Louis, Iron Mountain & Southern	2,940	315	12.2	3,074	437	14.2	1,973	227	11.5					
St. Louis Southwestern	7,584	67	9.0	1,161	149	12.7	216			1,069	94	1,421	157	11.0
San Pedro, Los Angeles & Salt Lake	42	2.4		559	19	3.4	786	61	7.7	4	2.3	1,383	77	5.5
Seaboard Air Line	1,733	334	5.9	3,690	302	8.1	1,158	111	9.5	165	10.4	2,608	348	13.3
Southern	12,121	654	8.4	13,420	898	6.6	8,698	673	7.7	1,985	227	4,719	804	17.0
Southern Pacific	20,672	480	2.3	8,656	277	3.2	4,132	182	4.4	5,164	121	8,945	213	2.3
Spokane, Portland & Seattle	1,564	96	6.1	519	28	5.4				134	7.6	1,821	224	12.3
Texas & Pacific	1,727	83	4.8	2,564	242	9.4	1,060	57	5.3	4,127	139	3,913	206	4.1
Union Pacific	11,984	300	2.5	10,854	283	2.6	6,737	230	3.4	116	13			
Virginia & Southwestern	970	49	5.1	562	69	12.3	240	18	7.5					
Virginian	1,936	96	4.9							188	7.7	3,354	421	12.2
Wabash	6,569	727	11.0	3,814	234	6.1	4,944	462	9.3	2,413		3,302	32	10.6
Western Maryland	1,472	51	3.5	1,254	57	4.5		37	8.8					
West Shore	800	32	4.0	430	8	1.9	264	8	3.0					
Wheeling & Lake Erie	715	22	3.1	742	23	3.1	1,358	85	6.2	465	26	484	52	10.7
Wisconsin Central	390	11	2.8	1,466	222	13.1	1,506	214	14.2	934	160	2,455	458	18.6
Yazoo & Mississippi Valley	1,005	111	11.0	688	151	21.9	108	2	1.8					

D. & T. Shore Line.....	2	68	0	1	8	59	59	86	2
Duluth & Iron Range.....	3	106	2	0	1	103	103	97	0
Duluth, Missabe & Northern.....	6	333	6	1	7	319	319	95	0
Duluth, South Shore & Atlantic.....	11	229	9	3	14	203	203	88	1
El Paso & Southwestern.....	16	676	0	30	18	628	628	91	3
Erie.....	24	701	8	10	42	641	60	641	8
Fort Worth & Denver City.....	7	193	1	29	6	162	31	162	5
Georgia Southern & Florida.....	2	62	0	7	6	49	13	49	1
Gila Valley, Globe & Northern.....	1	3	0	0	0	3	0	3	0
Grand Rapids & Indiana.....	2	67	0	2	2	63	4	63	0
Grand Trunk.....	7	213	0	2	2	187	26	187	1
Green Bay & Western.....	12	452	15	13	26	398	54	398	6
Great Northern.....	1	25	1	4	2	18	7	18	0
Illinois Central.....	14	465	0	13	60	392	73	392	0
International & Great Northern.....	3	63	0	0	4	59	4	59	6
Kansas City, Mexico & Orient.....	2	57	0	2	10	45	12	45	2
Kansas City Southern.....	2	76	0	2	14	60	16	60	0
Lake Shore & Michigan Southern.....	3	132	0	3	14	115	17	115	2
Lehigh & New England.....	2	27	1	1	3	22	5	22	1
Lehigh Valley.....	11	556	1	24	68	463	93	463	0
Longview & Gulf.....	1	17	0	1	3	13	4	17	10
Louisiana Railway & Navigation Co.....	3	47	46	6	4	36	11	36	1
Louisville & Nashville.....	12	248	14	8	26	200	48	200	6
Maine Central.....	22	724	0	5	53	666	58	666	16
Michigan Central.....	6	191	1	1	19	170	21	170	2
Mineral Range.....	1	9	1	0	0	8	1	8	0
Minneapolis, St. Paul & Sault Ste. Marie.....	10	434	4	13	55	302	72	302	12
Missouri, Kansas & Texas.....	2	80	0	2	3	75	5	75	0
Missouri, Kansas & Texas of Texas.....	4	100	0	3	7	90	10	90	0
Missouri Pacific.....	3	80	0	0	14	66	14	66	0
Mobile & Ohio.....	7	221	0	8	29	184	37	184	5
Morenci Southern.....	2	28	0	0	0	27	1	27	0
Nashville, Chattanooga & St. Louis.....	2	43	0	2	4	37	6	37	0
New Orleans & Northeastern.....	3	76	76	0	2	65	11	65	0
New Orleans Southern.....	1	10	0	0	2	8	2	8	0
New York Central & Hudson River.....	17	661	1	18	71	571	90	571	25
New York, Chicago & St. Louis.....	2	75	0	2	1	72	3	72	0
New York, New Haven & Hartford.....	13	376	0	10	42	324	52	324	13
New York, Ontario & Western.....	3	94	3	2	8	81	13	81	1
Norfolk & Western.....	9	338	0	6	6	329	9	329	2
Northern Pacific.....	26	792	3	35	78	676	116	676	12
Northern Pacific Terminal Co.....	1	12	0	0	1	11	1	11	0
Oregon Railroad & Navigation Co.....	2	42	0	2	2	40	2	40	3
Oregon Short Line.....	12	443	2	0	35	406	37	406	6
Pecos & North Texas.....	1	31	0	0	2	29	2	29	0
Pennsylvania Co.....	16	478	11	18	21	428	50	428	4
Pennsylvania Railroad.....	20	872	0	13	69	790	82	790	5
Pere Marquette.....	3	105	1	6	8	90	15	90	3
Philadelphia & Reading.....	18	495	0	3	46	446	49	446	0
Rio Grande Southern.....	1	7	0	1	0	6	1	6	0
Rutland.....	5	142	0	1	18	119	23	119	1
St. Louis & San Francisco.....	14	400	0	33	27	340	60	340	13

TABULATED STATEMENT OF TERMINAL TESTS OF AIR BRAKES IN TRAINS FROM JULY 1, 1909, TO JUNE 30, 1910—Continued.

Name of railroad.	Num- ber of trains.	Num- ber of cars.	Num- ber of air cars.	Num- ber of nonair cars.	Num- ber of brakes cut out.	Brakes that did not apply.	Brakes that oper- ated.	Cars not con- trolled by air.	Cars con- trolled by air.	Per cent of cars con- trolled by air.	Brakes with ex- cessive piston travel.
St. Louis, Brownsville & Mexico.	1	35	35	0	3	2	30	5	30	86	3
St. Louis, Rocky Mountain & Pacific.	1	6	6	0	0	0	6	0	6	100	0
St. Louis Southwestern.	4	87	87	0	0	16	71	16	71	82	3
San Pedro, Los Angeles & Salt Lake.	3	73	73	0	0	0	73	0	73	100	0
Santa Fe, Prescott & Phoenix.	2	25	25	0	1	0	24	1	24	96	0
Seaboard Air Line.	13	333	333	0	7	47	279	54	279	84	6
Sheffield & Tonesta.	1	18	17	1	0	0	17	1	17	94	1
Southern.	16	463	462	1	32	60	370	93	370	79	12
Southern Pacific.	76	3,102	3,099	3	14	190	2,895	207	2,895	93	8
Texas & Pacific.	12	298	298	0	1	27	260	28	260	90	4
Union Pacific.	44	1,774	1,774	0	5	117	1,652	122	1,652	93	0
Virginia & Southwestern.	2	73	72	1	0	11	61	12	61	83	3
Virginian.	4	101	99	2	1	10	88	13	88	87	1
Wabash.	4	144	144	0	8	11	125	19	125	87	12
Western Maryland.	17	412	404	8	9	33	362	50	362	88	3
Wisconsin Central.	3	78	77	1	1	0	76	2	76	97	0
Yazoo & Mississippi Valley.	1	25	25	0	0	3	22	3	22	88	0
Total.	996	31,182	30,992	190	634	2,480	27,878	3,304	27,878	89.4	351

APPENDIX E.

THIRD ANNUAL REPORT OF THE BLOCK SIGNAL AND
TRAIN CONTROL BOARD TO THE INTERSTATE
COMMERCE COMMISSION, NOVEMBER 22, 1910.

THIRD ANNUAL REPORT OF THE BLOCK SIGNAL AND TRAIN CONTROL BOARD TO THE INTERSTATE COMMERCE COMMISSION.

At the date of the board's report of last year, plans and descriptions of 835 devices intended to promote the safety of railway operation had been submitted for examination and 511 had been examined and reported upon. During the past year 102 additional devices have been presented for consideration, making a total of 937 submitted to date. In numerous instances the proprietors of devices that have been unfavorably reported upon have submitted revised plans, covering later development of their apparatus calculated to remove the objections found to their original plans. It has been necessary to give these revised plans the same painstaking consideration as was accorded the plans submitted in the first instance.

During the past year the board has examined the plans and specifications of 308 devices, and has transmitted to the proprietor in each case a complete statement of its opinion regarding the merit and practicability of the device. Summing up, plans and specifications of 937 different devices and 48 modifications or revisions of plans originally presented have been submitted for the board's consideration. Of this number, 819 have been disposed of, leaving 166 cases now before the board for consideration. The great majority of these 166 cases are now in process of examination, but there are a considerable number in which complete information has not yet been furnished by the proprietors. The board has also received a mass of correspondence relating to devices concerning which no plans have been furnished. In many cases inventors, mistaking the functions of the board, have presented ideas looking to the development of some form of safety device and have requested the assistance of the board in embodying their ideas in a device that would perform the function intended in a practicable way. In all such cases the inventors have been informed that their ideas can not be considered unless presented in the form of plans and specifications showing in detail a practicable device designed to perform a useful function and clearly describing the manner in which that function is proposed to be performed. The board has always endeavored to assist inventors by pointing out defects in apparatus and offering suggestions for improvement, but it can not undertake to perform the functions of a consulting engineer.

Of the plans examined during the past year 91 covered signal and automatic train-control devices, 103 related to ties, rails, rail fastenings, switches, and other track appliances, 64 were devices relating to the construction and equipment of cars and locomotives, such as couplers, draft rigging, ash pans, headlights, etc., 30 related to adjuncts to the air-brake system and emergency brakes for cars, 9 were mail-bag catching and delivering devices, 7 were automatic hose connectors, and 4 were torpedo placers.

During the period from November 1, 1909, to November 1, 1910, the secretary of the board has received 3,360 letters, and during the same period 2,548 letters have been written relating to the work of the board and the devices under consideration. Six thousand copies of the board's second annual report and 2,000 copies of a report covering statistics of block-signal mileage, and mileage on which the telephone is used for the transmission of train orders, as of January 1, 1910, have been distributed from the secretary's office. The statistics of mileage of railroads in the United States worked by the block system, with supplementary tables showing the kinds of apparatus and the methods of operation, together with the mileage on which the telephone is used for the transmission of train orders, were gathered by the board last January and published in pamphlet form. Steps have been taken to secure similar information as of January 1, 1911.

MISCELLANEOUS DEVICES.

Outside the field of signaling and automatic train-control the board has considered comparatively few devices that were believed to possess merit warranting special commendation or special action on the part of the board. While many of the inventions examined—particularly those relating to track—possess meritorious features, few, if any, have thus far been examined which would, in the opinion of the board, promote the safety of railway operation to any greater degree than similar devices now in common use.

Connectors.—Two automatic hose connectors have been held to possess merit warranting the conduct of practical tests under service conditions, and the board is informed that the proprietor of one of these devices is now endeavoring to procure the necessary equipment for test purposes. As noted in the board's last annual report, automatic hose connectors are now used regularly, but only to a limited extent, and their use still seems to be regarded as experimental. Some of the hose connectors that have been presented to the board for examination possess theoretically good features which would seem to render devices possessing them entirely practicable. One of the main reasons for failure of the railroads to adopt hose connectors, so far as the board can determine, seems to be the failure of manufacturers and designers of connectors to agree upon the specific form of connector contour that will fulfill the requirements of the situation. As was indicated by Mr. Willis C. Squire, in a comprehensive paper on the subject of automatic connectors for freight and passenger train cars, which was read before the Western Railway Club on September 20, 1910, the conditions of operation that have to be met in the use of an automatic connector can best be obtained by a combination of the most practicable features and methods of support, contact, and registration now embodied in several of the types of connectors that have been in service for some time past. Mr. Squire states as his opinion that—

“This combination is possible, is desirable, and will be accomplished when the connector manufacturers finally get together to decide upon standard form and features for manufacturing automatic connectors for freight-train and passenger-train service. When this condition of affairs is an accomplished fact, refinements of designs and the elimination of unnecessary parts and the simplification of the entire mechanical problem will be possible.”

In response to a request from the board, the Long Island Railroad Co. has furnished the following information:

“As far as this company is concerned, the history of automatic hose connectors is as follows: In November, 1902, 4 engines and 20 cars were equipped experimentally with the Westinghouse automatic air and steam couplers. These were of the side-port type, the couplers being held together by long bent springs at the side.

“In the fall of 1903 all passenger locomotives and passenger cars were equipped with this automatic coupler. From the beginning a great deal of difficulty was experienced in keeping the couplers tight. It was found very hard to locate the hose terminals properly and to get a length of hose which, if moved in one direction, would not kink or would not be pulled in two when moved in the opposite direction. The spring arms holding the coupler heads were found very difficult to keep at the proper tension, and screw jacks were provided to set these springs down occasionally. It was found that the gaskets became displaced and had to be replaced with considerable frequency. This is a very annoying feature, because, when trains were found in the train sheds with the gaskets leaking, they had to be cut in two to replace the same on account of the construction of the coupler.

“It was desired to increase the train-line pressure from 70 to 110 pounds on our passenger trains about 1908, on account of the introduction of the high-speed brake. It was found utterly impossible to do this with the original style of automatic connector, as the springs would not hold the pressure. The Westinghouse Automatic Air & Steam Coupler Co. then redesigned their connector so as to permit the use of a coil spring which was adjustable, so that a constant tension could be maintained. Therefore, in May, 1909, a complete new outfit of automatic connectors was purchased and installed on all of our passenger equipment. This resulted in greatly decreasing the trouble from leakage, but it was then developed that the automatic connectors damaged the hose somewhat when cars curved, and a large increase was found in the number of burst hose.

“At the present time the latest type of automatic heads are running on our passenger-train cars and locomotives with reasonable success. We find, how-

ever, that the leakage is much greater than with hand couplers and are of the opinion that there is no saving whatever in the cost of the hose. We are also doubtful as to whether the time saved by automatic connectors justifies their expense in view of the fact that serious delays occur whenever it is necessary to change a gasket after a train is made up.

"We consider the use of these connectors still in the experimental stage and are not fully prepared to recommend them for general use."

The Chicago & Alton Railroad Co. advises the board that two of its trains were equipped with automatic connectors some years ago, but that considerable trouble has been experienced on account of leakage, and the company is not contemplating any additional equipment.

The mechanical officers of the New York Central lines report that they have tested a number of different designs of connectors, but that as yet none has been found that will operate successfully under heavy traffic conditions.

Brakes.—In the field of train brakes no important development has taken place during the year. As previously stated, 30 devices of this character have been examined, but most of these were of such character that their use would introduce complications into the brake system as a whole and destroy its flexibility to such an extent that even though their intended functions might be satisfactorily performed their use would probably reduce the efficiency of the brake system as a whole, and no increase in safety would be attained.

Two complete brake systems have been presented. One of these, that of the St. Clair Air Brake Co., of Indianapolis, Ind., was treated in the board's second annual report. So far as the board is informed, there have been no new developments in that system during the past year.

The other brake system is that of the California Valve & Air Brake Co., of Los Angeles, Cal. The distinctive feature of this device is that it retains all the advantages of the straight air brake and at the same time permits automatic application of the brakes. The disadvantage of being compelled to release, and thus lose braking power, while recharging the auxiliary reservoirs, as is necessary with systems now in use, is overcome, and the use of pressure-retaining valves is not necessary. In this system braking power is not affected by variations in piston travel or leakages in brake cylinder packing leathers, as pressure from the main reservoir is applied direct to brake cylinder pistons, and is thus not dependent upon variations in volume. Auxiliary reservoir pressure is used only in emergency applications of the brake, the triple valve being so constructed that in such applications the pressure stored in the auxiliary reservoirs flows into the brake cylinder and supplements train-pipe pressure.

This brake is reported to have been used to a limited extent on a western railroad, but the board has not had sufficient information respecting it to be able to pass a definite opinion concerning its merits. Before a final opinion regarding the merit of the brake can be given it will be necessary to test it in trains partially equipped with brakes of the types now in use, under the most severe conditions it is likely to be subjected to in actual service, so as to determine whether or not there will be synchronous action of the several types of equipment.

Headlights.—During the past year considerable discussion has taken place in regard to the use of locomotive headlights of high candlepower. In seven States, Arkansas, Montana, North Carolina, Oklahoma, South Dakota, Texas, and Washington, locomotive headlights of 1,500 candlepower or over are required by law; in Indiana locomotive headlights of 1,500 candlepower or over are required by an order of the state railroad commission, and in Georgia the law requires electric headlights with 300 watts at arc and reflectors 23 inches in diameter.

The ordinary oil headlight commonly employed on locomotives is seldom powerful enough or maintained in a condition to make it more than a marker to indicate to persons at stations or railway crossings, or in yards or to trains on other tracks, that an engine is approaching. As a means of discovering or identifying distant objects on the track it has practically no value. The argument in favor of the high-power headlight is that persons or obstructions on the track may be seen by the light of a powerful gas or electric headlight at a sufficient distance to enable the train to be stopped before reaching them. On straight track the high-power headlight undoubtedly affords a degree of illumination, except in snow or fog, sufficient to enable an experienced engineer to distinguish unusual objects on the track at a considerable distance.

As headlights are usually fixed in position, their rays are projected in the direction of the axis of the locomotive, and hence on curves do not illuminate

the track ahead. Various devices have been submitted to the board intended to impart to the headlight while the engine is rounding a curve motion to turn its beam so that it will fall on the track. Most of these devices are crude, and attempt to use the curving of the front truck of the locomotive as it passes around curved track to rotate the headlight. It seems unlikely that any apparatus of this kind can be made effective to meet all the conditions of reversed curves, tangents succeeding curves, and variations in curvature, that are found on many railroads, and it is probable that if full advantage is to be taken of the high illuminating power of gas or electric headlights on roads where much curvature exists, any motion of the headlight about its vertical axis must be within the control of the engineman.

Very strong objections are made to the use of high-power headlights, for the reason that the rays are so intense as to impair seriously for several seconds the vision of persons who may look into the beam. This effect, when experienced by enginemen of trains running in the opposite direction on parallel tracks, is considered by many to be serious. It has long been known that after a locomotive fireman has looked into the fire box for even a very few seconds in putting on coal the scotoma which persists for some seconds afterwards makes his reading of signals at night very unreliable until its effect has had time to pass off. As regards the effect of the high-power beam upon the vision of the men riding on the engine on which the electric headlight is used, it has been found in some rather extensive tests that the rays were sufficiently powerful to reflect back from the surfaces of the roundels of semaphore signals an amount of light sufficient to overpower the light transmitted by the signal lamps themselves. The spectrum of the electric arc is very rich in blue and green rays and contains a relatively small proportion of the red and yellow; hence rays from the arc light reflected from the surface of the colored roundel would tend to diminish the resultant proportion of red in the light, and if reflected back from a green roundel would intensify its color. Very deceptive effects of this kind have been noticed by many observers, and while apparently such conditions may be dangerous as leading to erroneous reading of a signal light, they are largely counteracted by the fact that the high power of the light serves to reveal at a considerable distance the position of the signal arm. The usual rules governing enginemen in their interpretation of signal indications state that the indications will be displayed by day by positions of the semaphore arm, and in addition at night by lights of prescribed color, the effort being made to train the enginemen in so far as possible to depend upon position rather than upon color.

In the case of classification signals—that is, the colored lamps used on the front end of engines to indicate whether the train is an extra rather than a regular train, or whether it is running in two or more sections—the condition is much more liable to cause a misunderstanding of signals for the reason that classification signals are color signals purely, and are not signals of position. So difficult is it to read classification signals correctly when viewed in the beam of an electric headlight that railroads have made strenuous objection to their use on this account alone.

The whole question at the present time is in a highly controversial state. So far as opinion has at all crystallized, it appears to be as follows:

On single-track roads, particularly those in mountainous country or where fixed signals are infrequent, the high-power headlight on a train affords a warning of its approach for a considerable distance, and under favorable circumstances it enables the engineman to distinguish obstructions or unusual objects on the track much farther ahead than is possible with ordinary lights.

On double-track roads, and particularly on roads having three or four tracks and equipped with signals placed at frequent intervals, the prevailing opinion seems to be that the electric headlight is not only unnecessary, but is likely to cause serious errors on the part of enginemen in reading color signal lights.

Metal, concrete, and composite ties.—Various forms of ties composed of material other than wood and designed to improve the condition of railway track, both with respect to economy and to safety of train operation, have been submitted to the board for examination. Important economic questions enter into the consideration of this subject. By the use of wooden ties placed in a road-bed properly ballasted and drained, and with adequate track fastenings, a safe track can be maintained. The main advantage, therefore, to be derived from the use of ties of material other than wood is decreased cost of maintenance and renewal. In the employment of electric track circuits in railway signaling it is necessary to insulate one rail from the other. An important difficulty with

the metal tie is found in the problem of providing proper insulation. Another important matter in connection with the use of both metal and concrete ties is the difficulty of maintaining proper gage and surface under varying climatic conditions. In the winter season, in sections where there is considerable moisture in the ground, freezing causes the roadbed and track to heave, distorting the surface. In common practice this condition is met by blocking up or shimming the rails, or in some cases where short sections of track heave in winter, blocking is used between ties and rails in summer and removed gradually in winter as the ties heave. Metal or concrete ties can not be added to diminish their thickness nor can holes for bolts or spikes be bored in them at random for altering the relation of the rail to the tie so as to maintain proper gage and surface. This is a problem which must be solved by the design of proper track fastenings. It is believed that the development of efficient devices of this character will hasten the development and more extensive use of metal and concrete ties. Up to the present time the development of concrete ties has not progressed as far as that of metal ties; this is believed to be due largely to the fact that much of the effort in concrete-tie construction was made prior to the comparatively recent development of concrete composition, manipulation, and reinforcement. It is probable, however, that when it becomes necessary to use other materials than wood, both metal and concrete will find large fields of usefulness in railway tie construction.

As a number of the ties which have been submitted to the board for examination are now in service and have been used for a sufficient length of time to disclose their good and bad features and permit the formation of fairly accurate conclusions regarding their practicability, from the standpoints both of safety and of economy, the board appointed a committee, consisting of Chairman Cooley and Mr. Ewald, to make a personal examination of such ties in service. This committee has examined metal ties manufactured by the Carnegie Steel Co., installed on the Bessemer & Lake Erie Railroad and the Baltimore & Ohio Railroad; cast steel ties made by the Metal Ties Co., of New York, on the Baltimore & Ohio Railroad; also the Corell concrete tie in use on the Erie Railroad and on the International Railway, an electric road between Buffalo and Niagara Falls; and the Kimball composite tie on the Chicago & Alton Railroad.

Spark arresters.—Several of these devices, designed to reduce the danger of fire set by locomotives along railroad rights of way, have been presented for examination. It is practically impossible to determine the merit of a device of this character from an examination of plans; it must be seen in actual operation under the most severe conditions it is likely to meet in actual service before an intelligent opinion concerning it can be formed.

Mr. C. A. McCotter, representing the American Spark Arrester Co., of Indianapolis, Ind., requested the board to send a representative to observe the operation of a device of this character at Purdue University, La Fayette, Ind. Mr. Ewald was delegated by the board to witness this test, which was made on July 26, 1910, under the direction of Prof. Louis E. Endsley.

Briefly described, the apparatus consists of a cylindrical sheet-iron casing, its axis coincident with that of the smoke box, inserted in the smoke box of the engine. On the inside of this casing an inwardly projecting flange, about 15 inches wide, arranged spirally, acts as a deflector. Near the front end of the smoke box at the top an opening is left to allow the smoke to pass upward. The action of the device is such that by the time the smoke and cinders have passed through the spiral casing the cinders will have lost their momentum and will fall to the bottom of the smoke box at the front end instead of passing up through the stack.

Two tests on the laboratory locomotive at Purdue were observed by Mr. Ewald, each covering a period of one hour. The first was made with lignite coal; no sparks were seen coming out of the stack. The second test was made with Indiana mine-run coal, of which 1,452 pounds were consumed. A speed equivalent to 20 miles per hour was maintained, and the average drawbar pull was 4,800 pounds. As the result of this test, 76 pounds of cinders were taken from the hopper. In addition, 8 pounds of very small cinders and soot were caught at the top of the stack in a metal receptacle having an area of 64 per cent of the stack. Means for disposing of the cinders had not been decided upon at the time of this test.

Locomotive boilers.—Under date of May 23, 1910, the board received through Secretary Moseley, of the Commission, a request to make an examination of an

exploded boiler on the Pennsylvania Railroad to determine the cause of the explosion. In compliance with this request, Chairman Cooley proceeded to Altoona, Pa., and made an examination of the boiler. Through the courtesy of the officers of the Pennsylvania Railroad he was permitted to take portions of the ruptured sheets for the purpose of subjecting them to a chemical and microscopic test.

Under date of September 21, 1910, the board, through Secretary Moseley, of the Commission, received a request from Mr. W. F. Buck, superintendent of motive power of the Atchison, Topeka & Santa Fe Railway, to witness a test of an improved form of fire box which was conducted at Topeka, Kans., on September 26. The test was designed to demonstrate whether this particular form of fire box could withstand stresses which, in the ordinary form of fire box, in most cases produce ruptured sheets and result in so-called explosions. Mr. Ewald went to Topeka to witness this test. Mr. E. L. Gibbs, one of the Commission's safety appliance inspectors, also was present on behalf of the board.

The Jacobs-Shupert fire box is made up of channel, or U-shaped, sections, bent to the desired form, placed flange to flange transversely of the furnace throughout its length. The sections are riveted together with a plate between the flange of adjacent sections. The shell of that part of the boiler embracing the furnace is built up of similar channel-shaped sections, except that the web part of the channel of the shell sections is curved outwardly while the corresponding part of the furnace sections is curved inwardly, or toward the fire.

The intermediate plates embraced by the flanges of the channel sections extend from the furnace to the shell and are provided with openings for the proper circulation of water. The intermediate plates serve the double function of stay sheet and calking ring. For the latter purpose the edges of the flanges can be calked against the ring, and it is possible also to calk the edges of the ring against the channel flanges on the furnace side. Without the ring the flange edges of the sections would come together and the calking could not be done effectively.

With this construction the flanges and stay sheets are not exposed directly to the heat of the furnace, and the curved parts of the sections, which are highly heated, are suspended, as it were, from the ring sections formed by the flanges and stay sheets.

The test demonstrated that with the crown sections of the fire box raised to a temperature of 1,120° F. (the water being 4½ inches below the crown sheet) the construction withstood safely a pressure of 220 pounds per square inch. Under similar conditions a fire box of ordinary construction would probably have failed.

Mail cranes.—A number of mail-bag catching and delivering devices have been presented to the board for examination. In view of the fact that the Post Office Department has for many years conducted tests of these devices on its own behalf, and as the practicability of such devices to meet the needs of the Railway Mail Service is a matter that must necessarily be determined by that department, the board, with the approval of the Commission, consulted with the Superintendent of the Railway Mail Service relative to an examination of such devices, in order that there might be no conflict between the board and the Post Office Department and no duplication of work. With this object in view, it was agreed with the Superintendent of the Railway Mail Service that the board's examination and report on such devices would be confined wholly to the question of safety in railway operation; and with this understanding the board agreed to submit its reports on such devices to the Superintendent of the Railway Mail Service, confining itself entirely to the question of safety.

On this understanding the board was informed that the Railway Mail Service was testing a device on the Chicago, Rock Island & Pacific Railroad between Omaha, Nebr., and Davenport, Iowa, and the board was requested to examine this device from the standpoint of safety and report to the Superintendent of the Railway Mail Service. Full information regarding the device was furnished by the superintendent and permits to enter postal cars for the purpose of examination were arranged for. Mr. Ewald was delegated to make this inspection, and he witnessed the operation of the device as installed on the Rock Island. His report to the board furnished the basis of a report which the board made to the Superintendent of the Railway Mail Service covering the safety features of the device.

Monographs.—A majority of those who have presented devices to the board for examination have manifested such unfamiliarity with actual railway operating conditions that it has seemed proper this year, as last, that the board should set forth certain principles of correct design and construction of some forms of railway equipment, appliances, and structures, with a view to showing the present state of the art in such matters and of directing effort along right lines. With these objects in view, the board has had prepared monographs on the following subjects:

(1) The Principles and Mechanical Development of Train Control Apparatus for Steam Railroad Service.

(2) The Car Wheel.

(3) The Electric Track Circuit.

These monographs will appear as appendices to this report. They set forth the state of the art and the principles that must be observed in the development of devices pertaining to each particular field, as well as economic and other considerations that have to do with the practicability of safety devices in actual service.

The monograph on train brakes is by Mr. Walter V. Turner and Mr. S. W. Dudley, both connected with the Westinghouse Air Brake Co. These gentlemen were chosen for this work because of their reputation as engineers and their familiarity with the history of the development of the brake since it was first introduced 40 years ago. It was particularly requested of them that the article should be written from the viewpoint of the engineer, carefully avoiding any commercial aspects.

Train-dispatching system.—The board has examined a number of devices which are intended to be used as adjuncts to the train-order or dispatching system, and designed to render station operators less liable to forget or neglect to deliver orders to train crews. While these devices in the hands of faithful and conscientious operators, striving to the best of their ability to avoid error, would probably serve a useful purpose in the handling of train orders under the time-interval system, and to that extent can be recommended, it is important to bear in mind that they do not cure, and indeed do not profess to cure, all the dangers of the train-order system. The board regards all dispatching systems which depend on the use of clocks and watches, on minimum time intervals between trains, and on written orders of various forms transmitted by telegraph or telephone, to be read and comprehended or interpreted by trainmen, as being so far inferior to the block system or space interval that it is not disposed to recommend the use or extension of any such dispatching system in preference to the block system. In other words, the weaknesses of the dispatching system are so complicated and perplexing that the only comprehensive means of dealing with them is the adoption of the space interval or block system, and the board can not countenance any improvement in a single feature of the dispatching system without at the same time emphasizing the fact that the system as a whole still remains defective.

A B C system.—The A B C system of block signaling, which has been in use on the Northern Pacific for about three years past, and an account of which was given in our last annual report, page 51, has been abandoned on all but one of the divisions where it was in use, and it is to be abandoned entirely. It was introduced on a short section of the line east of Spokane, Wash., in the autumn of 1907, and the success which attended its use on that section led to its extension to the whole of the division and subsequently to other divisions, making an aggregate length of 681 miles of road on which the system was worked. Following a change of officers of the operating department, it was discontinued on the division east of Livingston, Mont., February 27, 1910, and on the lines west of Cheney, Wash., it was discontinued in August. On the remaining divisions, Paradise to Cheney, 204 miles, the change is about to be made.

The interest which was taken in this system by railroad officers generally was largely due to the increased safety secured by means of it as compared with the method, common on single-track railroads, of conferring on trains the right to the road by means of time tables, dispatchers' orders, etc., and it was in relation to the efficiency of the system as a means of safety—that is, of preventing collisions—that it was considered by this board. It appears, however, that its adoption on the Northern Pacific was largely because of the economy thereby secured in the movement of freight trains, and the reason given by the officers for going back to the old system is that although in the use of the A B C system they secured the advantages expected, so far as freight trains were con-

cerned, there was a disadvantage in that important fast passenger trains were delayed.

The board has not had opportunity to make a thorough inquiry concerning the situation since it was advised of this change; but a letter from an officer of the road indicates that this delay of passenger trains, together with some inconveniences when line wires were broken or otherwise unavailable for use, was the reason for changing.

As the movements of all trains are under the immediate direction of a dispatcher, who has absolute authority throughout his division, it is not clear how freight trains should be unduly favored as compared with passenger trains, except as the dispatchers themselves ordered, or at least approved, such favoring.

Where the A B C system has been discontinued, the company has equipped the line from Billings to Livingston, Mont., 116 miles, with automatic block signals. On that part of the line from Cheney to Auburn, 361 miles, the simple manual block system is used. The manual block system will also be used on the line between Paradise and Cheney, 204 miles, when the A B C system is discontinued on that section.

THE BLOCK SYSTEM.

In its report to Congress of February 23, 1907, on block-signal systems and appliances for the automatic control of railway trains, the Commission indicated the need for investigation under four heads, as follows:

(1) The telegraph block system on the larger roads (mainly double track) as regards the personnel and the routine, the use or nonuse of distant signals, and the practice of permissive blocking.

(2) The telegraph block system on single track lines and minor roads as regards the personnel, the routine, distant signals and permissive signaling, and also as regards the use of time rules and dispatchers' orders to make up for incompleteness in the block signaling arrangements.

(3) The automatic block system should be investigated on all roads with respect to the efficiency of the apparatus and of the methods of inspection and care, and the integrity of the records of signal operation in respect to their completeness.

(4) The automatic block system on single track lines should be investigated with respect to the features named in paragraph 3, and also as regards the use simultaneously with the block signals of dispatchers' orders and other measures designed to prevent collisions irrespective of the block system.

The work of investigation under these heads was begun by the board during the latter part of 1908, and the results obtained were set forth briefly in its last annual report. This work has been continued and extended during the past year, and the results have been briefly summarized and are published as Appendix E to this report.

It will of course be understood that the investigations thus far conducted have not been complete; facilities have been inadequate to permit an exhaustive examination of the problem in all its details. Enough has been learned, however, to make it apparent that the block system, both manual and automatic, on most American railroads, is operated far below its maximum efficiency. The most crying present need is reformation in both personnel and methods of operation. For the safe operation of the manual block, competent and faithful signalmen are absolutely essential. With first-class men, objectionable methods of operation or maintenance may be tolerated without unduly sacrificing safety; but with incompetent or unreliable men even the best methods do not insure safety, no refinement in apparatus or system of rules being sufficient to overcome the weakness due to inexperience, slovenly mental habits, poor training, or lack of proper moral qualities.

The board, in all its preceding reports, has indorsed the recommendation of the Commission to the Congress that legislation looking to the compulsory adoption of the block system be enacted. It has not hesitated to do this, because the art of block signaling is well settled. At the present time only about 66,000 miles of railroad out of a total of approximately 240,000 miles in this country is operated under the block system, notwithstanding the superabundance of evidence that the system has added immeasurably to safety in railway transportation. The situation is not unlike that which existed at the time the adoption of car couplers and power brakes was compelled by federal enactment. Extensive experiments, supplemented by experience, the good results of which

have been universally recognized, have clearly shown a simple course for legislation to take. The introduction of the block system will tend to reduce the collision record in a very decided measure. The board believes so firmly in the advantages to be derived from the use of the block system that it desires again to urge the recommendation of the Commission to the Congress for compulsory legislation requiring its use as the step of foremost importance in promoting safety in railway operation. Relatively inexpensive and simple block systems can, by proper attention to training and discipline of signalmen, be operated with a high degree of success.

The facility with which the space-interval principle can be adopted and put in use on a railroad is well illustrated by the action of the Baltimore & Ohio Southwestern in July last, when the line of that company from Storrs, Ohio, westward to Vincennes, Ind., and from North Vernon, Ind., to New Albany, over 180 miles, was equipped with all the necessary apparatus for the operation of the simple manual block system in less than one week. Sixty-two offices were equipped with telegraph instruments and batteries. Those who are disposed to look upon this as an extraordinary performance should bear in mind that not much apparatus is required. In this case a new telegraph wire, for use in signaling from one block station to another, was put up the whole length of the line. The wire was strung on the poles of the existing telegraph lines. For some of the block stations the regular station telegraph office afforded with its telegraph apparatus and train-order signal the necessary facilities. In order to arrange the block sections so that they should be of approximately uniform and not excessive length, a number of new block stations had to be established between the regular stations and, aside from the stringing of the new telegraph wire, this was the principal work that had to be done. To facilitate the movement of freight trains waiting on long side tracks where the engine of a waiting train could not be near the station, telephones were put in at the remote ends of these side tracks and connected to the station office.

While at most of the places on the line in question the switches are not interlocked and signaled, the arrangement, with suitable regulations, does nevertheless provide a good degree of protection for the movement of the trains. The principal element which has to be considered by the railroad company in a change of this kind is the increase in the pay rolls necessitated by the establishment of new block stations, each of which must be manned by three men (to cover the 24 hours of the day) and by the employment of night telegraphers at some of the stations which before were manned only in the daytime.

So fully is the board convinced of the adequacy of a simple manual block system, properly worked, to materially reduce the large number of collisions which now occur under the time interval and dispatching system that it believes that any legislation compelling the use of the block system should be confined to the broad fundamental principle, so as to leave the railroads the greatest possible freedom in the adaptation of the means to be employed to meet the needs of their service.

AUTOMATIC STOPS.

Since its organization the board has examined plans and specifications of 149 signal and automatic train-stop devices. Of this number only 16 purely automatic-stop devices have been considered to possess sufficient merit to warrant the board in offering to test satisfactory installations. The devices thus approved, with statements of their present status, are as follows:

(1) Charles E. Duffie, Omaha, Nebr. Approved for test February 22, 1908. This is a cab signal and train stop making use of intermittent contact rails. The inventor submitted circuit plan of a proposed installation on the Union Pacific Railroad early in 1910, and stated that he was negotiating with the company for permission to make an installation which would be satisfactory to the board for the purposes of official test. Under date of November 5, 1910, Mr. Duffie informed the board that these negotiations have been successfully concluded and officers of the Union Pacific have given definite orders to make the installation about 40 miles west of Omaha on the main line of the road. Mr. Duffie states that the installation will consist of four signaling points and that two high-speed engines in regular service will be equipped with his cab signal and train-stop apparatus.

(2) A. L. Bower, Boyertown, Pa. Approved for test July 20, 1908. This is a cab signal and automatic train stop, requiring short sections of insulated track rails and the insulation either of a truck from the remainder of the loco-

motive or of the locomotive from the tender. Permission was secured from the Philadelphia & Reading Railroad to make an installation on that road at the expense of the inventor. Up to date the installation has not been completed, and the board is not aware of any present activity on the part of the inventor looking toward that end.

(3) G. W. Jayne, Washington, D. C. Plans tentatively approved July 20, 1908. This is a cab signal and train stop making use of Hertzian waves, a "wireless" system. The device is designed on correct principles, and the proprietor was advised that his system possessed merit warranting its further development. Since the board's opinion on the above-described system was rendered, Mr. Jayne has submitted plans of another system which he regards as an improvement over the first. These plans cover a system working by induction rather than by Hertzian waves. The plans of this latter system are now under examination.

(4) Perry-Prentice Electric Co., Chicago, Ill. Approved for test July 20, 1908. This is a Hertzian wave or wireless cab signal and automatic-stop system. It has been installed on the Chicago Suburban Railroad (electric) and examined by the board. This installation was not considered suitable for a conclusive test. The board has been advised, under date of November 8, 1910, by the Perry-Prentice company that lack of capital alone has prevented them from making an installation for test purposes under conditions that would be satisfactory to the board.

(5) P. J. Simmen, Los Angeles, Cal. Approved for test July 29, 1908. This is a controlled manual block and automatic train-stop system employing intermittent contact rails. This system, without automatic stop, was installed and used on the Toronto & York Radial (electric) Railway, and was inspected by members of the board. No installation has as yet been offered in which the automatic stop was used, and the installation on the Toronto & York Radial Railway does not approximate service conditions on steam roads closely enough to warrant the board in conducting test of that installation. Mr. Simmen advises, in reply to a recent inquiry, that lack of capital has prevented him from providing such an installation as the board would consider satisfactory for test purposes. He estimates that an installation suitable for test by the board would cost from \$15,000 to \$25,000, because in order to demonstrate the remote control principle which is a prominent feature of his system it would be necessary to equip an entire division of some road. He advises the board that he has been in negotiation with the Pennsylvania Railroad Co. for permission to make an installation on its Bedford division about 70 miles in length. These negotiations have not yet been successful for the reason, as Mr. Simmen states, that he and the officers of the road have not been able to come to a satisfactory conclusion on the matter of terms covering the cost, which it is stated will be about \$12,600 at a minimum.

(6) Railway Electric Signal Co., New York, N. Y. Approved for test July 29, 1908. This is an automatic stop and cab signal of the intermittent contact rail type employing alternating current. It is understood that the proprietor has abandoned further effort on this system in favor of a system working by induction rather than by electrical contact.

(7) H. D. Patterson, New York, N. Y. Approved for test October 1, 1908. This is a cab signal and train-stop system in which electrical devices located along the roadway act inductively to produce effects upon apparatus located on the train or engine. In reply to an inquiry, Mr. Patterson states that he is now preparing for an installation suitable for examination by the board on one of the elevated lines of New York City. He also states that lack of capital has delayed the work of development.

(8) Rowell-Potter Safety Stop Co., Chicago, Ill. Approved for test October 12, 1908. This is a ground mechanical trip automatic train stop and automatic block system combined. It was tested by the board during the winter and spring of 1908-9. (See second annual report.) The board has no information of any working installation of this system having been made.

(9) H. J. Warthen, Washington, D. C. Approved for test November 2, 1908. This is an intermittent contact rail cab signal and automatic train stop. The device is now being installed on the Buffalo, Rochester & Pittsburg Railway, near Rochester, N. Y., for purposes of test.

(10) A. H. Fox, New York, N. Y. Plans tentatively approved May 27, 1909. This is an automatic train stop of the magnetic or inductive type, depending for its operation on the nonmagnetic property of manganese steel rails. The inventor was encouraged to develop his system further, and now informs the

board that he has secured the use of tracks on the Putnam division of the New York Central road and proposes to make an installation for the purpose of testing the operation of his device with a view to securing definite data regarding particular features; and that as soon as these data have been obtained he will be prepared to offer the board an installation for test purposes.

(11) Gray-Thurber Automatic Train Control & Signal Co., Guy P. Thurber, president, Pittsburg, Pa. Approved for test October 21, 1909. This is a cab signal and train stop requiring short sections of insulated track rails, and the insulation either of a truck from the remainder of the locomotive or of the locomotive from the tender. This device is now being installed on the Lake Shore & Michigan Southern Railway, near Cleveland, Ohio, for purposes of test.

(12) S. H. Harrington, New York, N. Y. Approved for test September 15, 1909. This is an overhead mechanical trip automatic train stop. It was tested by the board on the Erie Railroad during the winter of 1909-10. (See Appendix D for results of test.)

(13) Darwin G. Jones, Atlanta, Ga. Approved for test December 22, 1909. This is an intermittent contact rail cab signal and automatic train stop. The proprietors have made a preliminary installation on the Roswell branch of the Southern Railway near Atlanta. This installation has just been completed and has not yet been fully examined so as to determine whether or not it will be suitable for purposes of an official test.

(14) Electrical Automatic Railroad Safety Signal Co., Jacob A. Cantor, president, New York, N. Y. Approved for test May 28, 1910. This is called the Lacroix cab signal and automatic stop; it is an intermittent contact rail system. This device was installed and exhibited on the Erie Railroad, near Nutley, N. J., and has been examined by a member of the board. Plans of an installation which is now being made on the Staten Island Rapid Transit Railway have been filed with the board, and it is expected that this installation will be ready for official test during the coming winter.

(15) Ross Engineering Co., Chicago, Ill. Approved for test July 22, 1910. This is a cab signal and automatic stop, requiring short sections of insulated track rails at indication points, and the insulation of one truck from the remainder of the engine or of the locomotive from the tender. The board is not aware of any action yet taken looking toward an installation for test purposes, but is informed by the proprietors that the General Railway Signal Co., of Rochester, N. Y., is developing the Ross apparatus and intends to make an installation to test the merits of the system.

(16) Railway Automatic Safety Appliance Co., U. G. Glick, president, Wilmington, Del. Approved for test September 21, 1910. This is a mechanical trip automatic train stop in which the trips are of intermediate height, or about the level of the buffer beam on the locomotive pilot. Exhibitions of the device have been made by the proprietors and witnessed by representatives of the board. The board is informed by the proprietors of this device that arrangements have been made with the Pere Marquette Railroad Co. to make an installation for official test purposes and that work upon this installation is now in progress; it is expected to be completed, ready for inspection, about the middle of December.

It will be observed that only two of the above-mentioned systems, namely, the Rowell-Potter and the Harrington, have so far been fully tested by the board. The Gray-Thurber and the Warthen systems, as well as those of Electrical Automatic Railroad Safety Signal Co. and the Railway Automatic Safety Appliance Co.'s devices, are now in process of installation, and it is expected that they will be fully tested during the coming winter.

In addition to these purely automatic stop devices, the board has approved for test the following cab-signal devices, to which an automatic train stop can be attached, if desired:

(17) E. F. Clement, Philadelphia, Pa. Approved for test February 22, 1908. This is a cab-signal system designed to repeat in the engine cab the indications of fixed signals along the roadway, making use of short sections of insulated track rails and a truck insulated from the remainder of the locomotive, or the locomotive insulated from the tender.

(18) Railway Audible Signal Co. (Ltd.), London, England. Approved for test February 5, 1910. This is an audible cab signal requiring short sections of contact rail. The apparatus is electrically operated in connection with fixed signals. In operation, when the signals are clear, the contact rail is charged, causing a proceed indication to be displayed in the cab; when the signals are at stop, the circuit to the contact rail is broken, causing an audible

danger indication to be given in the cab. The apparatus is in use on the Great Western Railway of England, and records of its service were given in the board's last annual report, page 22. The company states that it is now negotiating for an installation in this country for purposes of test.

As set forth in its first annual report, the board has considered that as block signals, both automatic and nonautomatic, have already been intelligently developed in this country, particular attention should be devoted to the automatic stop, which has not been so fully developed.

Collisions resulting from the weaknesses in the time-interval or train-dispatching system, and the deficiencies in the block system due to untrained or undisciplined signalmen, as well as errors on the part of enginemen and trainmen, have led to public demand for automatic devices. Many seem to believe that the introduction of the automatic-train stop would greatly diminish railroad collisions of all classes. While it is true that the use of automatic features in the block system itself, as a result of which block signals are actuated directly by the movements of the train, would greatly diminish the number of collisions due to errors in manual block working, the fact should be clearly borne in mind that the automatic stop corrects but one defect, namely, the failure of the engineman to observe, understand, and obey signal indications. It does not in any way insure that the indications displayed will be correct, nor in any way prevent collisions due to the inherent defects of the dispatching system nor to improper working of the block system. This, however, should not be construed as in any way minimizing the importance of the automatic stop, for it is a well-known fact that many accidents have been caused by the failure of enginemen to observe, understand, and obey signal indications. Failures to observe signals may be due to fog, snow, signal light not burning, or smoke from other trains; failure to understand or comprehend the signals may be due to complexity in the system of indications or to diversion of the engineman's attention or to his physical incapacity; failure to obey indications that are seen and comprehended are rare, and comprise only those cases where enginemen desiring to make time are tempted to take chances, or to a too liberal interpretation of rules which allow the enginemen some discretion. Experience with automatic stops shows that under proper discipline they perform a moral function in that runners are more careful to heed stop signals when it is certain that disobedience of such signals will be detected.

In the discussion of the first test of an automatic stop made by the board it was deemed desirable to present information which would enable a sound judgment to be formed not only of the merits of the device then tested, but also of other devices to be tested in the future. While certain automatic train-control systems may be superior to others of the same class, it may result that certain classes of systems, when properly developed, will be found far superior to others in the completeness of the protection which they afford. The board therefore formulated and published in its last report characteristics which it believed desirable in every system of automatic train control. These characteristics, with slight modifications in phraseology, and the addition of one other (No. 10), are as follows:

(1) The apparatus should be so constructed that the removal or failure of any essential part would cause the display of a stop signal and an application of the train brakes. If electric circuits are employed, they should be so designed that the occurrence of a break, cross, or ground, or a failure of the source of energy in any of the circuits would cause the display of a stop signal and an application of the train brakes.

(2) The apparatus should be so designed that it may be used on the open roadway, on bridges, or elevated structures, in tunnels or subways, and where either steam or electricity is used as the propelling power.

(3) The apparatus should be so constructed as to conform to recognized standards of clearance for rolling equipment and structures, so that those portions of the apparatus placed on the roadway will not be subjected to damage by rolling stock or engines, nor those portions placed on the vehicles be damaged by any structures permitted to exist on the roadway; and at the same time, all vehicle parts and roadway parts which may have to come into operative relation with each other should be so designed that proper operative relation will be assured under all conditions of speed, weather, wear of track or vehicles, oscillation, and shock.

(4) The system should operate under all weather conditions which permit the operation of trains.

(5) The system should be capable of control by the ordinary means used for indicating the condition of the block about to be entered, such as electric track circuit.

(6) The engine apparatus should be so constructed as to prevent release of brakes after an application has been made until the train has been brought to a stop, or the obstruction or other condition which caused the application has been removed.

(7) The system should be so designed that should operating conditions require it, speed control may be used; that is, provision made for a train to pass an automatic stop in tripping position without the application of the brakes, provided the speed is less than a predetermined number of miles per hour.

(8) The system should be so designed that when no cause for stopping a train exists, a definite and positive clear or proceed indication will be given at every point where a stop indication would be given or the brakes applied when adverse or dangerous conditions exist.

(9) The system should provide, at least for use under congested traffic, for a continuous display of indications rather than for their intermittent display at certain definite points, as of course is necessary with fixed signals.

(10) The apparatus should be so constructed and installed that it will not constitute a source of danger to trainmen, other employees, or passengers.

It is probable that other conditions may develop as the result of the use of automatic train-control systems which it will be found necessary to meet, and it is possible that experience will develop the necessity for a modification of some of the characteristics described.

Partly as a result of weeding out and discarding impracticable designs during the two preceding years, and partly, no doubt, as the result of study on the part of those devoting effort to the subject, some of the automatic stop devices examined during the past year have shown more intelligent care in their design and development, and have possessed meritorious features in a greater degree than was true of those previously examined. For this reason the board has been led to offer suggestions and more or less encouragement to a number of persons who are working to produce practicable automatic stops.

In its second annual report the board stated that the principal question to be dealt with in connection with automatic stops is that concerning their applicability to the varied conditions of general railroad traffic and their behavior under adverse weather conditions, and that the experience gained from the use of automatic stops on underground and elevated railroads, which are never seriously interfered with by drifting snow or by sleet and ice, throws but little light on this problem. At that time only one automatic stop, that of the Rowell-Potter Safety Stop Co., had been completely tested under actual traffic conditions, although several had been approved by this board for purposes of such tests. It is very much to be regretted that up to the present time only one additional automatic stop, that of S. H. Harrington, elsewhere described, has been made ready for a test by this board under service conditions.

As both of the stops which have been tested are of the mechanical trip type, there is no information available as to the practical performance of three other types of train-control systems. These other types include contact rail systems, systems requiring the use of short insulated sections of track and the insulation of certain parts of the engine, and systems making use of inductive or magnetic forces.¹

Concerning the Rowell-Potter stop the board said:

"As regards the system as a whole, the board concludes that if the faults mentioned (in the report) were remedied, and it sees no reason why they should not be substantially overcome, and if the apparatus were well inspected and maintained, the system would be safe and reliable, and its use would tend materially to promote safety of operation on a railroad using it. As to its economy, there is insufficient data to form a conclusion of any real value."

Concerning the S. H. Harrington stop the board said:

"The system, with reasonable inspection and maintenance, would be safe and reliable and its use would tend materially to promote safety of operation on a railroad using it."

¹ While an installation of the latter type, as embraced in the Perry-Prentice Hertzian wave system, has been examined, the conditions under which it was operated were not those to be found in general railroad practice. The results, however, indicated sufficient promise to warrant the encouragement of further experiments and an installation of the system on some railroad where its actual merits could be more completely demonstrated.

While the results of the tests on these two mechanical trip devices indicate that their use would materially promote safety in railroad operation, the board considers it manifestly improper to make any recommendations concerning the compulsory adoption of automatic train stops based on them alone. Such recommendations should be based on the results obtained from tests of all types of devices believed to offer promise of meeting the varied requirements of railroad operation. Some types will meet those requirements in one degree and some in another.

This board, in its second annual report, in dealing with the same matter, said that it was not prepared at that time to make a definite and positive recommendation for the use of an automatic stop; and said further:

"It is reasonable to expect, however, that when the systems which have been approved by the board for test have been subjected to severe trial under service conditions and have had any faults which such tests may develop corrected, it will be found that several forms of automatic train-controlling devices are available for use."

As a result of the recent introduction of automatic stops on some electric roads, and for other reasons, there has been some little development during the past year. One electric surface railroad in the State of Washington, the inter-urban line of the Washington Water Power Co., between Spokane, Cheney, and Medical Lake, has put mechanical stops in use on 27 miles of its line. Signal engineers have been studying the subject more generally. With the extension of electric propulsion of trains, the problem of the use of train stops becomes simplified.

On steam railroads the only sources of mechanical power usually available are the boilers of the locomotives themselves and the steam plants in the shops of the larger yards. Hence, the installation of signaling systems requiring power for their operation has necessitated the installation of engines and pumps for supplying compressed air, or the installation of primary batteries or electrical generators for supplying electrical current for the operation and control of signals. Power generated chemically in primary batteries is expensive, and the losses incident to the transmission of the energy for operating signals over line wires of considerable length are serious.

The substitution of electric propulsion for steam propulsion on railroads provides a readily available source of power for signaling or train controlling apparatus which is continuous throughout the length of the road. The electrical energy for propulsion purposes being generated in large quantities is relatively cheap per unit, and for this reason it is believed that the electrification of steam railroads will tend materially to effect an increase in the extent and efficiency of signal installations. To even a greater extent is electrification likely to encourage the use of the automatic train stop by providing available power for the operation of these devices which, it is believed, will in many cases be found to require for their operation more power than the usual forms of fixed visual signals.

Negotiations between the Pennsylvania Co. and the Gray-Thurber Automatic Train Control & Signal Co. have resulted in an installation of the Gray-Thurber system being undertaken on the westward main passenger track on the Pennsylvania lines between Jacks Run and R N tower, Glenfield, Pa. It is intended to equip two engines, one running regularly in suburban service, the other running regularly in through-passenger service. As hereinbefore mentioned, the New York Central has offered facilities for a test of the train-control system of Mr. A. H. Fox, between High Bridge and Yonkers, N. Y., on the Putnam division of that road, and the Washington Water Power Co. has installed mechanical automatic stops, as already noted.¹ These installations, encouraged by the railroads themselves, are significant, and are in line with suggestions contained in our last report, in which it was pointed out that—

"The art of automatic train control, like the art of signaling, must be developed by those most intimately concerned in its use; namely, the railroads themselves. It is not to be expected that trials or tests conducted by the Government will, independently of extended use by railroads, result in the production of devices or systems fully developed to meet all the exacting conditions of railroad operation. The real value of any mechanism can only be demonstrated by its extended use in the place and for the purpose intended."

The most serious obstacle to the practical development of systems approved for experimental test has been the fact that proprietors have lacked the finan-

¹ A brief description of this latter system will be found in an appendix.

cial means needed to carry on their work. Large sums of money have been spent in private enterprises to develop devices which have been found to possess little merit. It is a matter of common observation, now as for years past, that devices having no merit succeed in attracting capital by methods scarcely less than fraudulent. Instances of this kind have been observed in connection with devices which have been considered by this board and rejected as worthless. On the other hand, some devices which appear to possess decided merit have remained undeveloped for lack of money or business ability on the part of their inventors. Inventive faculty and business ability seldom go hand in hand. Under existing law the Commission has no authority to expend money except in connection with the investigation of such systems and appliances as shall be furnished for investigation free of cost to the Government. The board has seriously considered whether the objects of the investigation contemplated in public resolution No. 46 and its appropriation act might not be more speedily and effectively accomplished by a provision authorizing the expenditure of money for the development and installation of meritorious devices under regulations similar to those adopted by the German Government.¹ In view, however, of the very great expense that would be involved, and of the fact that the Government has no permanent railroad (except in Panama), such a scheme would be difficult of accomplishment.

A difficulty of a different sort confronts the railroads. One objection which has been urged against the introduction of new safety appliances is that after a partial introduction of them a liability for damages might exist in connection with accidents on parts of a railroad not yet equipped with them. It has been suggested that such a situation might be met and the objection entirely overcome, so that no injustice would be done to the railroads, by a simple enactment that the partial application of such devices should not of itself create any legal obligation to equip the entire line in the same manner; that such fact should not be admitted as evidence in any court of an obligation to equip any part of a road not already equipped; and that any case of damage occurring on any portion of a road not equipped should be determined without consideration of the installation on another part of the road.

The board considers it no part of its duty to suggest the form of such legislation, but it is quite possible that some legislation of the character indicated, as a matter of justice to the railroads and to remove from the minds of railroad managers any prejudice against the tentative application of devices intended further to safeguard the public and the railroad trainmen, would be proper. The enactment of such a law would tend to promote the development of the appliances under consideration.

While the board confidently expects the automatic stop to be developed to a point where, like the block signal, the car coupler, and the train brake, it will be available to railroads generally, and in many situations will constitute one of the factors promoting safety in train operation, the board is led to believe from its study of existing conditions, particularly as found in connection with the means now employed for the safe movement of trains, that the primary cause of the lamentable record of collisions in this country is of so serious a nature as not to be susceptible to complete cure by any mechanical means. It is not to be considered that the automatic stop, or that any automatic device, will be a panacea for all the faults at present existing in train operation. The question really is whether by the introduction of automatic devices the percentage of accidents due to those faults can be reduced.

It is an unwelcome thought that the fundamental responsibility for the relatively large number of collisions in this country is chargeable to railroad officers and employees; not to them because they are more careless or less sensible of their responsibilities than men in other vocations, for that can not

¹ Experiments have been carried on during the past six years in a number of different districts of the railway system owned or controlled by the German Government looking to the selection of the most practicable and suitable device for preventing the overrunning of stop signals by enginemen. The results, while interesting, have as yet shown nothing that is conclusive, beyond what has been learned by experiments made in this country and in England. Automatic stops have not been favored at all, the German Railroad Union, a quasi-official body, having voted that the desideratum was an indication in the cab to warn the engineman. One "wireless" apparatus was tried. So far as this board is informed, the only change in practice that has been introduced as a result of the investigations is the limited or tentative adoption by five different directorates of a "recording alarm," an apparatus for recording automatically on a locomotive each instance in which a stop signal is disregarded by the runner of that locomotive and compelling him to report himself.

be truthfully said, but simply because they possess the qualities, mental or temperamental, which are the cause of these deplorable results, and which are symptomatic of characteristics common to all who have been reared in a new and rapidly developing country. But sober reflection leads inevitably to the conclusion that, outside of the Army and Navy, the American is not reared with that discipline which becomes a part of the man and governs his actions mechanically, as it were, rather than as the result of reasoning. Such discipline leads to action as one's first duty without question or reason, and the sense of duty is the one predominating quality which influences the man's every action unconsciously and unfailingly. This conclusion is brought home all the more convincingly when one reflects that nowhere in the world have appliances for safeguarding railroad transportation been so highly developed as in this country, notwithstanding which nowhere in the world is there a greater proportionate number of accidents of the kind which such advance in the art should prevent. The automatic stop, therefore, while it might be unnecessary under different social conditions, may be expected to add to safety in train operation under the conditions which do exist and must continue to exist in this country until we shall come to appreciate and realize all that may be accomplished by discipline of the right sort. But mere discipline will not suffice alone. There must go with it the spirit which prompts obedience for the pleasure of being approved by one's own conscience.

It being admitted that what is most needed is automatic performance of one's duties rather than automatic mechanical devices, how may it soonest be brought about? The causes that militate against the development of the human machine to perfection of disciplined action are so complex and so interwoven with our social being that many of them can be eradicated only by that slow evolution or growth which results from the operation of natural laws and which can hardly be forced or even guided by the enactment of man-made statutes.

Nevertheless, a number of these causes appear susceptible of marked and present improvement. Appeals to conscience may develop a high sense of duty in many men, but the ever-present problem of earning a living, by its very insistence, makes the appeal to self-interest powerful and practical. The pension system as in force on a number of prominent roads and as advocated by the board in its report last year is believed to offer a strong inducement to careful conduct and should be encouraged.

The existence in the regulations of some railroad companies of rules that are unfair or non-enforceable, and intended only as an extreme legal precaution to protect the companies, is nearly as bad in its effect upon discipline as the failure of railroad officers to rigidly enforce those rules which are proper and necessary to safeguard traffic.

The American Railway Association some years ago prepared, and with painstaking effort has since amended and improved, its standard code of rules governing train operation. It is unable to compel their use or their uniform interpretation and enforcement on individual roads. The causes heretofore mentioned and others affecting discipline have the bad effect of impelling railroad employees to move about from one road to another. This tends to decrease safety in operation by frequently placing men in unfamiliar surroundings; and the condition is made still more undesirable by the lack of uniformity in rules and procedure on different roads. A case where, on a single-track railroad 150 miles long, used jointly by the trains of three different companies, a system of whistle signals is used on the trains of one company which is entirely different from that used by the other two, is an aggravated example. Legislation in at least one State requires railroad companies to file copies of their operating rules with the state railroad commission, and makes any infraction of the rules by an officer, agent, or employee a misdemeanor. From this to a Federal requirement of the same nature, and, what is more important, enforcing uniformity, is but a short step and one likely to be advocated in the absence of an improvement in railroad procedure in this respect.

The law passed by Congress at its last session (Public, 165) authorizing the Commission to investigate train accidents, should tend to make for better methods and improvement in personnel by directing public attention to those defects and deficiencies which have resulted in train accidents, and thus lead to their correction. But on the theory that prevention is better than cure, it is obviously the part of wisdom to take all practicable measures beforehand to prevent those evils that have heretofore resulted in collisions rather than to wait for the occurrence of accidents to disclose the existence of the evils. In-

vestigations such as the board has been conducting into block-signal and other operating methods, therefore, should be continued and conducted on a larger and more comprehensive scale than has been done in the past. This is necessary, with or without a law requiring the use of the block system.

Again the board desires to express its obligations to the American Railway Association for its cooperation in securing the consent of railroads for the installation of apparatus on their tracks for purposes of test, and to the officers of railroads who have extended courtesies which have made it possible to conduct practical investigations in the field.

M. E. COOLEY, *Chairman.*

AZEL AMES,

F. G. EWALD,

B. B. ADAMS,

Block Signal and Train Control Board.

W. P. BORLAND, *Secretary.*

APPENDIX F.

COMPLAINTS IN WHICH REPARATION WAS AUTHOR-
IZED ON INFORMAL PLEADINGS.

DECEMBER 1, 1909, TO NOVEMBER 30, 1910.

COMPLAINTS IN WHICH REPARATION WAS AUTHORIZED ON INFORMAL PLEADINGS.

FROM DECEMBER 1, 1909, TO NOVEMBER 30, 1910.

817. *Sanford and Treadway v. Virginia and Southwestern Railway Company*. October 30, 1909. Refund \$14.60 and waive collection of undercharge of \$10.01 on shipment of lumber from Elizabethton, Tenn., to Hanover, Pa., on account of misrouting.

925. *Cleveland, Cincinnati, Chicago and St. Louis Railway Company v. Atchison, Topeka and Santa Fe Railway Company*. November 12, 1910. Refund of \$26.37 on shipment of broom corn from Fargo, Okla., to Mattoon, Ill., on account of excessive rate.

977. *G. Heilman Brewing Company v. Chicago, Burlington and Quincy Railroad Company et al.* September 21, 1910. Refund \$9.70 on shipments of beer from La Crosse, Wis., to Moorhead, Minn., on account of excessive rate.

999. *Mutual Mining Company v. Atlantic Coast Line Railroad Company et al.* January 14, 1910. Refund of \$163.32 on shipment of phosphate rock from Luraville, Fla., to Savannah, Ga., on account of excessive rate.

1042. *Spreckels Sugar Company v. Southern Pacific Company et al.* January 20, 1910. Refund of \$1,689.13 on shipments of coke from Brookwood and Bradford, Ala., to Spreckels, Cal., on account of excessive rate.

1056. *Pennsylvania Steel Company v. Philadelphia and Reading Railway Company et al.* March 23, 1910. Refund of \$1,286.57 on shipments of iron from Chester, Pa., to Sparrows Point, Md., on account of excessive rate.

1126. *Morrison, Merrill Company v. Southern Pacific Company*. December 3, 1909. Refund of \$147.75 on three cars of lumber from Loyaltown, Cal., to Ely, Nev., on account of excessive rate.

1168. *Nicolaysen Lumber Company v. Wyoming and North Western Railway Company et al.* January 20, 1910. Waive collection of \$219.75 undercharge on two cars of feed from Oakdale, Nebr., to Shoshone, Wyo., on account of excessive rate.

1169. *Landrigan Brothers v. Fort Worth and Denver City Railway Company et al.* October 14, 1910. Waive collection of \$644 on shipment of cattle from Bylas, Ariz., to Tascosa, Tex., on account of excessive rate.

1214. *The R. McMillan Company v. Illinois Central Railroad Company et al.* December 18, 1909. Refund of \$39.62 on shipment of molding from Oshkosh, Wis., to New Orleans, La., on account of excessive rate.

1239. *Rose City Cotton Oil Company v. St. Louis, Iron Mountain and Southern Railway Company*. July 1, 1910. Refund of \$4,004.46 on shipments of cottonseed from points on line of Eudora-Gilbert Branch to Little Rock, Ark., on account of excessive rate.

1255. *Benjamin Brodie v. Southern Railway Company et al.* May 10, 1910. Refund of \$5.44 on one car of tanning extract from Newport, Tenn., to Lake View, N. Y., on account of excessive rate.

1260. *Chattanooga Paint Company v. Alabama Great Southern Railroad Company et al.* September 30, 1909. Refund of \$27.55 on one car of ground iron ore from Chattanooga, Tenn., to Lake Charles, La., on account of excessive rate.

1275. *J. N. Hirsh Cooperage Company v. Galveston, Harrisburg and San Antonio Railway Company et al.* May 10, 1910. Refund of \$21.80 on one car of barrels from New Orleans, La., to Burnside, Tex., on account of excessive rate.

1277. *Holman, Payne and Company v. Southern Pacific Company*. June 17, 1909. Refund of \$652.62 on one car of mining timbers from Hyland, Oreg., to Eureka, Nev., on account of excessive rate.

1280. *Southern Cotton Oil Company v. Morgan's Louisiana and Texas Railroad and Steamship Company*. February 5, 1910. Refund of \$53.13 on one car of cottonseed oil from Dawson, Tex., to Gretna, La., on account of excessive rate.

1308. *Loveland and Hinyan v. Manistee and Northeastern Railroad Company et al.* January 19, 1910. Refund of \$17.35 on one car of potatoes from Buckley, Mich., to Chicago, Ill., on account of excessive rate.

1341. *American Sheet and Tin Plate Company v. Pennsylvania Railroad Company et al.* November 12, 1910. Refund of \$9.23 on shipment of galvanized iron from Vandergrift, Pa., to Sparta, Wis., on account of excessive rate.

1347. *American Sheet and Tin Plate Company v. Pennsylvania Railroad Company et al.* May 17, 1910. Refund of \$28.26 on shipment of galvanized iron from Vandergrift, Pa., to Fond du Lac, Wis., on account of excessive rate.

1348. *American Sheet and Tin Plate Company v. Lake Shore and Michigan Southern Railway Company et al.* June 15, 1910. Refund of \$63.13 on shipment of sheet iron from McKeesport, Pa., to Beaver Dam, Wis., on account of excessive rate.

1352. *American Sheet and Tin Plate Company v. Baltimore and Ohio Railroad Company*. February 9, 1910. Refund of \$27.49 on shipment of galvanized iron from Cambridge, Ohio, to Minneapolis, Minn., on account of excessive rate.

1372. *A. F. Anderson v. Grand Rapids and Indiana Railway Company et al.* December 2, 1909. Refund of \$374.87 on 13 cars of lumber from Boardman and Jennings, Mich., to Rockford and Harvard, Ill., on account of excessive rate.

1399. *American Sheet and Tin Plate Company v. Pennsylvania Railroad Company*. October 24, 1910. Refund of \$50.25 on shipment of sheet steel from Scottdale, Pa., to Beloit, Wis., on account of excessive rate.

1402. *B. C. Dissen v. Galveston, Harrisburg and San Antonio Railway Company*. March 8, 1910. Refund of \$172 on shipment of fruit baskets from Atlanta, Tex., to Houston, Tex., on account of excessive rate.

1470. *Cranberry Furnace Company v. Southern Railway Company et al.* June 2, 1910. Refund \$10.66 and waive collection of \$25,738.64 undercharge on 1,269 cars of coke from Pocahontas district to Carnegie, Tenn., on account of excessive rate.

1495. *American Sheet and Tin Plate Company v. Pennsylvania Railroad Company et al.* December 24, 1909. Refund \$92.53 on two shipments of sheet iron from Vandergrift, Pa., to Madison, Wis., on account of excessive rate.

1503. *American Sheet and Tin Plate Company v. Pennsylvania Railroad Company et al.* November 10, 1910. Refund of \$48.19 on shipment of galvanized iron from Vandergrift, Pa., to Beloit, Wis., on account of excessive rate.

1517. *American Sheet and Tin Plate Company v. Lake Erie and Western Railroad Company et al.* October 3, 1910. Refund of \$27.65 on shipment of black plate from Elwood, Ind., to Green Bay, Wis., on account of excessive rate.

1521. *American Sheet and Tin Plate Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company*. November 18, 1909. Refund of \$19.62 on shipment of tin plate from Elwood, Ind., to Dixon, Ill., on account of excessive rate.

1522. *American Sheet and Tin Plate Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company*. November 18, 1909. Refund of \$12.57 on shipment of tin plate from Chester, W. Va., to Cedar Rapids, Iowa, on account of excessive rate.

1523. *American Sheet and Tin Plate Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* January 14, 1910. Refund of \$1.45 on shipment of tin plate from Chester, W. Va., to Lake Mills, Wis., on account of excessive rate.

1524. *American Sheet and Tin Plate Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* October 25, 1909. Refund of \$32.20 on shipment of black plate from Elwood, Ind., to Green Bay, Wis., on account of excessive rate.

1525. *American Sheet and Tin Plate Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company*. February 3, 1910. Refund of \$13.23 on shipment of black plate from Elwood, Ind., to Oshkosh, Wis., on account of excessive rate.

1526. *American Sheet and Tin Plate Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.* February 8, 1910. Refund of \$66.14 on shipment of tin plate from Chester, W. Va., to Fort Atkinson, Wis., on account of excessive rate.

1548. *J. Cushing and Company v. New York Central and Hudson River Railroad Company.* November 4, 1909. Refund of \$58 on four cars of gluten feed from Chicago, Ill., to Brockton, Mass., on account of misrouting.

1558. *Deming and Sons v. Gulf and Ship Island Railroad Company.* March 18, 1910. Refund of \$10.64 on one car of lumber from Inda, Miss., to Kalamazoo, Mich., on account of excessive rate.

1564. *American Snuff Company v. Illinois Central Railroad Company.* February 17, 1910. Refund of \$10 on shipment of tobacco from Clarksville, Tenn., to Chicago, Ill., on account of switching.

1645. *Interstate Iron and Steel Company et al v. Chicago and North Western Railway Company.* September 1, 1910. Refund of \$1,904.39 on shipment of bar iron from East Chicago and Indiana Harbor, Ind., to Milwaukee, Layton Park, and Racine, Wis., on account of excessive rate.

1701. *Highland Iron and Steel Company v. Chicago and Eastern Illinois Railroad Company.* February 17, 1910. Refund of \$20.61 on shipment of bar iron from Terre Haute, Ind., to Bradley, Ill., on account of excessive rate.

1715. *Chittenden and Eastman Company v. Chicago, Burlington and Quincy Railroad Company.* February 8, 1910. Refund of \$337.77 on shipment of iron beds from Richmond, Ind., to Burlington, Iowa, on account of excessive rate.

1717. *Wm. Schellhas Brewing Company v. Chicago and North Western Railway Company.* March 7, 1910. Waive collection of \$97.61 undercharge on 15 cars of coal from various points to Winona, Minn., on account of excessive rate.

1803. *Jos. Schlitz Brewing Company v. Atchison, Topeka and Santa Fe Railway Company et al.* December 18, 1909. Refund of \$84.70 on shipment of empty beer packages from Globe, Ariz., to Milwaukee, Wis., on account of excessive rate.

1821. *G. Heileman Brewing Company v. Chicago, Burlington and Quincy Railroad Company et al.* September 21, 1909. Waive collection of \$36.18 on shipment of beer from La Crosse, Wis., to Moorhead, Minn., on account of excessive rate.

1929. *Allison Creamery Company v. Chicago, Rock Island and Pacific Railway Company.* March 29, 1910. Waive collection of \$9.60 on one car of coal from Johnson City, Ill., to Allison Iowa, on account of misrouting.

2147. *W. E. Kelley and Company v. Southern Pacific Company.* October 13, 1910. Refund of \$4,643.05 on shipments of lumber from McCloud, Cal., terminals to Athol, Mass., on account of excessive rates.

2194. *Fullerton-Powell Hardwood Lumber Company v. Virginia and South-western Railway Company.* April 5, 1910. Refund of \$54.96 on shipments of lumber from Jasper and Harvey, Va., to Muskegon, Mich., on account of misrouting.

2206. *P. N. Peterson Granite Company v. Chicago Great Western Railroad Company.* March 29, 1910. Refund of \$23.90 on shipment of granite from Barre, Vt., to St. Paul, Minn., on account of excessive rate.

2315. *Felix P. Bath and Company v. Chicago, Rock Island and Pacific Railway Company et al.* January 25, 1910. Refund of \$137.63 and waive collection of \$196.76 on 50 bales of cotton from Oakwood, Okla., to Liverpool, England, on account of excessive rate.

2316. *J. H. Magill Lumber Company v. Chicago, Rock Island and Pacific Railway Company.* January 7, 1910. Refund of \$26.77 on one car of lumber from Lonoke, Ark., to Springfield, Minn., on account of misrouting.

2327. *Roach and Musser Sash and Door Company v. Kansas City Southern Railway Company et al.* January 3, 1910. Refund of \$7.08 on one car of sash and doors from Muscatine, Iowa, to Fort Smith, Ark., on account of excessive rate.

2346. *Williamsport Hardwood Lumber Company v. Southern Railway Company.* March 29, 1910. Refund of \$12.70 on one car of lumber from Murphy, N. C., to Brooklyn, N. Y., on account of misrouting.

2358. *Willman and Company v. Chicago, Rock Island and Pacific Railway Company.* November 15, 1910. Refund of \$93.74 on one car of apples from De Kalb, Mo., to Waseca, Minn., on account of misrouting.

2373. *Edgar Lumber Company v. Chicago, Rock Island and Pacific Railway Company.* January 5, 1910. Refund of \$8.09 on one car of lumber from Cornie, Ark., to Peoria, Ill., on account of misrouting.

2378. *Summit Lumber Company v. Chicago, Rock Island and Pacific Railway Company.* October 3, 1910. Refund of \$31.80 on one car of lumber from Luter, La., to Altoona, Pa., on account of misrouting.

2380. *Lacy-Gores Lumber Company v. Chicago, Rock Island and Pacific Railway Company.* December 2, 1909. Refund of \$31.58 on one car of lumber from Pinnacle, Ark., to Harrisburg, Ill., on account of misrouting.

2382. *Edgar Lumber Company v. Chicago, Rock Island and Pacific Railway Company.* October 25, 1910. Refund of \$9 and waive \$29.68 on one car of lumber from Cornie, Ark., to Louisville, Ky., on account of misrouting.

2405. *Western Produce Company v. Missouri, Kansas and Texas Railway Company.* February 8, 1910. Refund of \$30 refrigerating charges on vegetables from Denver, Colo., to Fort Worth, Tex., on account of excessive rate.

2456. *Mark Shultis et al. v. New York, New Haven and Hartford Railroad Company.* June 28, 1910. Refund of \$130.75 demurrage on shipments of grain, flour, etc., held for orders at Harlem River on account of excessive rate.

2501. *Polson Implement Company v. Great Northern Railway Company et al.* May 24, 1910. Refund of \$15.82 on shipment of vehicles from Lawrenceburg, Ind., to Spokane, Wash., on account of excessive rate.

2523. *R. H. Jenks Lumber Company v. Atlantic Coast Line Railroad Company.* December 31, 1909. Refund of \$31.24 and waive collection of \$12.76 undercharge on shipment of lumber from Brinson, Ga., to Montreal, Quebec, on account of misrouting.

2563. *Lake Creek Lumber Company v. Atchison, Topeka and Santa Fe Railway Company et al.* November 19, 1910. Refund of \$70.30 and waive collection of \$8.70 on one locomotive from Chicago, Ill., to Ulmer, Tex., on account of excessive rate.

2571. *W. P. Brown and Sons Lumber Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* February 9, 1910. Refund of \$40.88 on one car of lumber from Louisville, Ky., to Jamestown, N. Y., on account of misrouting.

2575. *White Sewing Machine Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* December 21, 1909. Refund of \$7.08 on one car of sewing machines from Cleveland, Ohio, to Siloam Springs, Ark., on account of misrouting.

2603. *Lackawanna & Wyoming Valley Railroad Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* January 15, 1910. Refund of \$35.35 on shipment of soap from Ivorydale, Ohio, to Wilkes-Barre, Pa., on account of misrouting.

2668. *Thomas Manufacturing Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* March 25, 1910. Refund of \$13.64 on one car of agricultural implements from Springfield, Ohio, to Janesville, Wis., on account of excessive rate.

2713. *Trotter Brothers v. Wabash Railroad Company et al.* January 24, 1910. Refund of \$13.08 on shipment of show cases from Quincy, Ill., to Chattanooga, Tenn., on account of excessive rate.

2775. *United Verde Copper Company v. Atchison, Topeka and Santa Fe Railway Company et al.* December 7, 1909. Refund of \$259.53 on shipment of rails from Pittsburg, Pa., to Jerome, Ariz., on account of excessive rate.

2794. *Milburn Wagon Company v. Chicago, Rock Island and Pacific Railway Company et al.* June 25, 1910. Refund of \$49.26 on shipments of wagon material from Warren, Ark., to Toledo, Ohio, on account of excessive rate.

2816. *Sherwin-Williams Company v. Erie Railroad Company et al.* February 24, 1910. Refund of \$205.50 on shipment of linseed oil from Cleveland, Ohio, to San Francisco, Cal., on account of excessive rate.

2855. *Interstate Iron and Steel Company v. Grand Trunk Railway System.* November 30, 1909. Refund of \$26.65 on five cars of iron bars from East Chicago, Ind., to South Bend, Ind., on account of excessive rate.

2901. *Bering Manufacturing Company v. Texas and New Orleans Railroad Company.* August 3, 1910. Refund of \$25.94 on one car of cypress doors from Houston, Tex., to Cincinnati, Ohio, on account of excessive rate.

2923. *Barrett Manufacturing Company v. St. Louis and San Francisco Railroad Company.* October 25, 1910. Refund of \$58.98 on two cars of pitch from Ensley, Ala., to Des Moines, Iowa, on account of excessive rate.

2934. *Union Fibre Company v. Chicago, Burlington and Quincy Railroad Company.* February 12, 1910. Refund \$26.02 and waive collection of \$103.78 on shipment of flax straw from Wood Lake, Sherburn, and Morton, Minn., to Winona, Minn., on account of excessive rate.

2937. *Bader Coal Company v. Pennsylvania Railroad Company.* April 26, 1910. Refund of \$66.50 on shipment of coal from New Bethlehem, Pa., to Ottawa, Ontario, on account of excessive weight.

2985. *Augusta Brewing Company v. Baltimore and Ohio Railroad Company.* November 12, 1910. Refund of \$44 on one car of chloride of calcium from Hartford, W. Va., to Augusta, Ga., on account of excessive rate.

2993. *Paine and Nixon Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* September 29, 1910. Refund of \$62.64 on shipment of brick from Nogadore, Ohio, to Duluth, Minn., on account of excessive rate.

3006. *Petaluma Incubator Company v. Northwestern Pacific Railroad Company.* November 12, 1910. Refund of \$27.45 on one car of incubators from Petaluma, Cal., to Indianapolis, Ind., on account of excessive rate.

3008. *Marshall Oil Company v. Pennsylvania Railroad Company et al.* May 13, 1910. Refund of \$78.86 on shipments of gasoline from McClintock, Pa., to Fargo, N. Dak., on account of excessive rate.

3014. *Louisville and Nashville Railroad Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.* October 27, 1909. Refund of \$78.19 on shipment of tomato pulp from Underwood, Ind., to Mount Vernon, Ill., on account of misrouting.

3049. *Kittanning Iron and Steel Manufacturing Company v. Pennsylvania Railroad Company.* January 20, 1910. Waive collection of \$3,316.93 on 88 cars of iron ore from Buffalo, N. Y., to Kittanning, Pa., on account of excessive rate.

3064. *Maldonado and Company, Incorporated, v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* October 29, 1909. Refund of \$63.48 on shipment of canned oysters from Pass Christian, Miss., to Mexico City, Mexico, on account of excessive rate.

3092. *Larrowe Milling Company v. Pennsylvania Railroad Company.* October 28, 1909. Refund of \$18 on shipment of beet pulp from Owosso, Mich., to Trenton, N. J., on account of excessive rate.

3116. *Illinois Glass Company v. Chicago and Alton Railroad Company.* March 7, 1910. Refund of \$26.68 on shipment of bottles from Alton, Ill., to Atchison, Kans., on account of excessive rate.

3119. *L. I. Bregman and Company v. Pennsylvania Company.* May 23, 1910. Refund of \$7.50 on scrap iron from Pitcairn, Pa., to Canton, Ohio, on account of excessive rate.

3126. *Gamble-Robinson Commission Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company.* January 8, 1910. Refund of \$13.44 on one car of apples from Fulton, N. Y., to Mankato, Minn., on account of misrouting.

3128. *Wisconsin Pulpwood Company v. Marquette and Southeastern Railway Company.* December 15, 1909. Refund of \$28.16 on one car of pulpwood from Yalmar, Mich., to Oconto Falls, Wis., on account of excessive rate.

3154. *American Furniture Company v. Union Pacific Railroad Company et al.* April 5, 1910. Waive collection of \$19.80 on one car of furniture from Chicago, Ill., to Denver, Colo., on account of excessive rate.

3158. *Buffalo and Susquehanna Iron Company v. Buffalo and Susquehanna Railway Company.* June 29, 1910. Refund of \$34.36 on shipment of pig iron from Buffalo, N. Y., to Elizabethport, N. J., on account of excessive rate.

3228. *Meinrath Brokerage Company v. Chicago and North Western Railway Company et al.* September 22, 1910. Refund of \$102.01 on two cars of sugar from Betteravia, Cal., to Rochester, Minn., on account of excessive rate.

3245. *Mystic Milling Company v. Illinois Central Railroad Company.* December 7, 1909. Refund of \$1,123.50 on 15 cars of flour from Sioux City and Leeds, Iowa, to New Orleans, La., for export on account of excessive rate.
3249. *Southern Lumber Company et al. v. Atlantic Coast Line Railroad Company.* April 13, 1910. Refund \$2,889.64 to various shippers on shipments of lumber from various points in Georgia, Florida, and Alabama, to various points, milled in transit, on account of excessive rate.
3262. *Morgan Spring Company v. Pittsburg and Lake Erie Railroad Company et al.* January 27, 1910. Refund of \$138.72 on shipment of wire rods from Struthers, Ohio, to Palmer, Mass., on account of excessive rate.
3298. *E. R. & D. C. Kolp v. Gulf, Colorado and Santa Fe Railway Company.* March 8, 1910. Refund of \$47.15 on one car of sacked corn from Cordell, Okla., to Fort Worth, Tex., on account of excessive rate.
3338. *Dolese and Shepard Company v. Wabash Railroad Company.* December 18, 1909. Refund of \$1,809.39 on 232 cars of stone from Chicago, Ill., and Hammond, Ind., to Gary, Ind., on account of excessive rate.
3359. *Joseph Newall and Company v. New York, New Haven and Hartford Railroad Company et al.* December 6, 1909. Refund of \$28.80 on three cars of granite from Westerly, R. I., to Philadelphia, Pa., on account of excessive minimum weight.
3364. *J. De Frain v. Chesapeake and Ohio Railway Company et al.* December 13, 1909. Refund of \$13.13 on one car of oak ties from White Sulphur, W. Va., to Phoenixville, Pa., on account of excessive rate.
3389. *Waterhouse and Price Company v. Atchison, Topeka and Santa Fe Railway Company et al.* October 14, 1910. Refund of \$159.40 on two cars of sidewalk glass from Belair, Ohio, to Pasadena, Cal., on account of excessive rate.
3392. *Griswold Seed Company v. Chicago, Burlington and Quincy Railroad Company et al.* September 21, 1910. Refund of \$107.86 and waive collection of \$33.84 on six cars of potatoes from Baker, Sabin, and Barnesville, Minn., to Lincoln, Nebr., on account of excessive rate.
3408. *J. W. Hoffman v. Missouri Pacific Railway Company.* February 10, 1910. Waive collection of \$136.40 on shipments of cattle from Walsenburg, Colo., to Selkirk and Leoti, Kans., on account of excessive rate.
3431. *Townley Shingle Company v. St. Louis Southwestern Railway Company.* April 19, 1910. Refund \$39.91 and waive collection of \$0.84 on one car of broom handles from Townley, Mo., to Paris, Ill., on account of excessive rate.
3453. *Kentucky Packing Company v. Baltimore and Ohio Southwestern Railroad Company et al.* June 24, 1910. Refund of \$74.10 on shipment of dressed hogs from Louisville, Ky., to Detroit, Mich., on account of excessive rate.
3533. *Tonopah and Tidewater Company v. Atchison, Topeka and Santa Fe Railway Company et al.* January 4, 1910. Waive collection of \$20,952.90 undercharge on 39 cars of rails, etc., from Minnequa, Colo., to Ludlow, Cal., on account of excessive rate.
3550. *E. R. Godfrey and Sons Company v. Mineral Range Railroad Company et al.* December 9, 1909. Refund of \$220.75 on 17 cars of vegetables from St. Paul and Cumberland, Minn., to Hancock, Mich., on account of excessive rate.
3553. *Copper Queen Consolidated Mining Company v. El Paso and Southwestern System et al.* January 24, 1910. Refund of \$676.48 on shipments of pig iron from Chattanooga, Tenn., to Douglas, Ariz., on account of excessive rate.
3561. *Copper Queen Consolidated Mining Company v. El Paso and Southwestern System et al.* January 24, 1910. Refund of \$311.18 on one car of pig iron from Gadsden, Ala., to Douglas, Ariz., on account of excessive rate.
3562. *Copper Queen Consolidated Mining Company v. El Paso and Southwestern System et al.* January 24, 1910. Refund of \$656.41 on two cars of pig iron from Gadsden, Ala., to Douglas, Ariz., on account of excessive rate.
3572. *Southern Coal Company v. Southern Railway Company.* February 18, 1910. Refund of \$24.87 on one car of coal from Oakman, Ala., to Gum Ridge, Miss., on account of excessive rate.
3587. *Empire Grain Company v. Gulf, Colorado and Santa Fe Railway Company et al.* June 20, 1910. Refund of \$90 on shipment of corn from Bixby, Okla., to Fort Worth, Tex., on account of excessive rate.

3616. *Winslow Brothers Company v. Atchison, Topeka and Santa Fe Railway Company.* February 15, 1910. Refund of \$333.90 on five cars of elevator inclosures from Chicago, Ill., to San Francisco, Cal., on account of excessive rate.

3635. *Robinson-Davis Lumber Company v. Missouri and North Arkansas Railroad Company et al.* December 18, 1910. Refund of \$23.89 on shipment of sand from Kansas City, Mo., to Chester, Mo., on account of excessive rate.

3739. *Nevada Northern Railway Company v. Denver and Rio Grande Railroad Company et al.* November 15, 1910. Refund of \$3,216.37 and waive collection of \$6,566.08 on 19 cars of rails and fastenings from Minnequa, Colo., to Smelter, Nev., on account of excessive rate.

3741. *American Radiator Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* December 17, 1909. Refund of \$6 on shipment of radiators from Titusville, Pa., to Minneapolis, Minn., on account of excessive rate.

3750. *T. B. Stone Lumber Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.* February 2, 1910. Refund of \$13.50 on one car of lumber from Cincinnati, Ohio, to Collingwood, Ontario, on account of excessive rate.

3816. *Industrial Cotton Oil Company v. Galveston, Harrisburg and San Antonio Railway Company.* February 10, 1910. Refund of \$152.31 on three cars of cottonseed oil from Ennis, Marlin, and Van Alstyne, Tex., to Gomez, Palacio, México, on account of excessive rate.

3845. *H. C. Scott v. Wisconsin and Northern Railroad Company et al.* April 19, 1910. Refund of \$98.53 on shipments of tan bark from Van Nostrand, Wis., to Milwaukee, Kenosha, and Chicago suburban stations, on account of excessive rate.

3853. *Matamora Elevator Company v. Toledo and Western Railroad Company et al.* November 18, 1910. Refund of \$45.90 on shipment of grain from Metamora, Ohio, to Philadelphia, Pa., on account of excessive minimum.

3872. *Capitol Lumber Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company et al.* April 16, 1910. Refund of \$21.25 on one car of lumber from Kennedy, Ala., to Brightwood, Ind., on account of excessive rate.

3891. *R. J. Hurley Lumber Company v. Kansas City Southern Railway Company et al.* December 11, 1909. Refund of \$52.36 on two cars of sand, sash, doors, and blinds from Kansas City, Mo., to Fairview, Mo., on account of excessive rate.

3905. *Hardwood Manufacturing Company v. Yazoo and Mississippi Valley Railroad Company et al.* December 13, 1909. Refund of \$64.40 on shipment of burlap bags from New Orleans, La., to Kersey, Colo., on account of excessive rate.

3915. *J. G. White and Company v. Virginian Railway Company.* November 23, 1910. Refund of \$257.64 on four cars of rails from Alberta, Va., to Linwood, Ohio, on account of excessive rate.

3921. *I. N. Woodman v. Pennsylvania Railroad Company et al.* November 15, 1910. Refund of \$19.50 on shipment of household goods from Morrisville, Pa., to Taos, N. Mex., on account of excessive weight.

3938. *Goldfield Consolidated Mines Company v. Las Vegas and Tonopah Railroad Company et al.* June 15, 1910. Waive collection of \$277.01 on one car of roofing from Chicago, Ill., to Goldfield, Nev.

3999. *Parry Manufacturing Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* January 25, 1910. Refund of \$26.40 on one car of vehicles from Indianapolis, Ind., to Luxembourg, Wis., on account of excessive rate.

4007. *R. D. Cole Manufacturing Company v. Atlanta and West Point Railroad Company et al.* October 29, 1910. Refund of \$164.18 on three cars of coke from Brookwood and Searles, Ala., to Newnan, Ga., on account of excessive rate.

4048. *Cal. Hirsch and Sons Iron and Rail Company v. Missouri Pacific Railway Company.* September 27, 1910. Refund of \$216.21 on six cars of rails from St. Louis, Mo., to Sherman, Mo., on account of excessive rate.

4052. *The United Walnut Company v. St. Louis, Iron Mountain and Southern Railway Company.* December 18, 1909. Refund of \$60.30 on one car of walnut lumber from Fort Smith, Ark., to Chicago, Ill., on account of misrouting.

4065. *Parry Manufacturing Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* June 18, 1910. Refund of \$34.92 on one car of vehicles from Indianapolis, Ind., to Mankato, Minn., on account of excessive rate.

4083. *E. P. Stacy and Sons v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* December 14, 1909. Refund of \$156.75 on two cars of apples from Garland and Central, Utah, to Minneapolis, Minn., on account of excessive rate.

4103. *Meyer Brothers Drug Company v. Chesapeake and Ohio Railway Company.* April 11, 1910. Refund of \$213.61 on shipment of insect flowers and roots from Trieste, Austria, to St. Louis, Mo.

4140. *Marshall-Wells Hardware Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* October 25, 1910. Refund of \$25.75 on two cars of wrought-iron pipe from Zanesville, Ohio, to Duluth, Minn.

4154. *Page Woven Wire Fence Company v. Lake Shore and Michigan Southern Railway Company et al.* January 31, 1910. Refund of \$11.31 on shipment of wire fence and gates from Adrian, Mich., to Minneapolis, Minn., on account of excessive rate.

4155. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* February 23, 1910. Refund of \$7 on shipments of sucrene feed, on account of excessive rate.

4158. *Sprague, Warner and Company v. Illinois Central Railroad Company et al.* November 30, 1909. Refund of \$56.80 on one car of canned goods from Fox Lake, Wis., to Memphis, Tenn., on account of excessive rate.

4165. *L. S. Covington v. Southern Express Company.* February 28, 1910. Refund of \$6.89 on shipment of cantaloupes from Rockingham, N. C., to Washington, D. C., on account of excessive rate.

4184. *Advance Lumber Company v. Chesapeake and Ohio Railway Company.* April 19, 1910. Refund of \$146.42 on shipments of lumber from Gauley, W. Va., to various points, on account of excessive rate.

4188. *Eclipse Stove Company v. Chicago and North Western Railway Company et al.* April 12, 1910. Refund of \$6 on shipment of stoves from Mansfield, Ohio, to St. Anthony's Park, Minn., on account of excessive rate.

4190. *W. E. Thomas v. Atchison, Topeka and Santa Fe Railway Company.* March 18, 1910. Refund of \$1,228.44 on 45 cars of coal from Chicago, Ill., to Fort Leavenworth, Kans., on account of excessive rate.

4222. *J. G. Newman Company v. Atlantic Coast Line Railroad Company et al.* August 4, 1910. Refund of \$10 on shipment of cabbage from Meggetts, S. C., to Evansville, Ind., on account of excessive rate.

4246. *York Cotton Mills v. Southern Railway Company.* June 14, 1910. Refund of \$4.34 on shipments of cotton yarn from Yorkville, S. C., to Northampton, Mass., on account of misrouting.

4268. *Yarbrough and Bellinger Company v. Southern Railway Company et al.* October 13, 1910. Refund of \$36.76 on one car of scrap iron from Greensboro, N. C., to Harrisburg, Pa., on account of excessive rate.

4276. *General Chemical Company v. New York, Chicago and St. Louis Railroad Company et al.* March 14, 1910. Refund of \$77.03 on two shipments of sulphuric acid from Mineral Point, Wis., to Buffalo, N. Y., on account of excessive rate.

4293. *Platte Grain Company v. Union Pacific Railroad Company.* August 26, 1910. Refund of \$31.85 on two cars of wheat from Glenville, Nebr., to Council Bluffs, Iowa, on account of excessive rate.

4310. *Mutual Wheel Company v. St. Louis and San Francisco Railroad Company.* December 10, 1909. Refund of \$2.64 on shipment of spokes from Bainbridge, Mo., to Moline, Ill., on account of misrouting.

4336. *Silver Manufacturing Company v. Pennsylvania Company.* December 11, 1909. Refund of \$1.50 on shipment of blacksmith's drills from Salem, Ohio, to Minneapolis, Minn., on account of drayage due to misrouting.

4355. *Laclede Fire Brick Manufacturing Company v. St. Louis, Iron Mountain and Southern Railway Company.* June 25, 1910. Refund of \$69.40 on one car of fire brick from Cheltenham, Mo., to New Iberia, La., on account of misrouting.

4373. *Jackson and Newton Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* April 1, 1910. Refund of \$5.10 on shipment of wooden blinds from Oshkosh, Wis., to Detroit, Mich., on account of excessive rate.

4381. *American Can Company v. Illinois Central Railroad Company et al.* December 14, 1909. Refund of \$3.15 and waive collection of \$48.71 undercharge on two cars of tin cans from Indianapolis, Ind., to Biloxi, Miss., on account of excessive rate.

4390. *Crocket Brothers v. Illinois Central Railroad Company et al.* March 17, 1910. Refund of \$197.42 on shipment of ferromanganese from New Orleans, La., to Michigan City, Ind., on account of excessive rate.

4401. *J. G. Hoffman v. Michigan Central Railroad Company et al.* February 5, 1910. Refund of \$160.25 and waive collection of \$7.76 on five cars of coke from Detroit, Mich., to Berlin and Waterloo, Ontario, on account of excessive rate.

4411. *B. D. Springs Company v. Southern Railway Company.* January 19, 1910. Refund of \$11.60 on one car of implements from Moline, Ill., to Charlotte, N. C., on account of misrouting.

4420. *Dupont Powder Company v. Chicago and North Western Railway Company.* March 5, 1910. Refund of \$49.40 on one car of blasting powder from Pleasant Prairie, Wis., to Lakonta, Iowa, on account of excessive rate.

4437. *National Fireproofing Company v. Pennsylvania Company et al.* September 13, 1910. Refund of \$264.10 on four cars of hollow building tile from Hobart, Ind., to Madison, Wis., on account of excessive rate.

4441. *Oelerich and Laux v. Illinois Central Railroad Company et al.* October 4, 1910. Waive collection of \$213.79 undercharge on 21 cars of molasses from various Louisiana plantations to Chicago, Ill., on account of excessive weight.

4442. *Dodge Manufacturing Company v. Illinois Central Railroad Company.* October 10, 1910. Refund of \$188.41 on shipment of ferromanganese from New Orleans, La., to Mishawaka, Ind., on account of excessive rate.

4469. *Lindsay Brothers v. Chicago, Rock Island and Pacific Railway Company.* March 3, 1910. Refund of \$215.15 and waive collection of \$3.35 on six cars of vehicles from Elkhart, Ind., to Minneapolis, Minn., on account of excessive rate.

4470. *Lindsay Brothers v. Chicago, Rock Island and Pacific Railway Company.* March 3, 1910. Refund of \$34.66 on two cars of vehicles from Elkhart, Ind., to Minneapolis, Minn., on account of excessive rate.

4476. *Hayden and Westcott Lumber Company v. Yazoo and Mississippi Valley Railroad Company.* December 31, 1909. Refund of \$113.76 on 10 shipments of lumber from Chancy, Miss., to Muscatine, Iowa, on account of excessive rate.

4488. *Creston Cornice Works v. Union Pacific Railroad Company et al.* January 12, 1910. Refund of \$104.37 on eight cars of roofing slate from Placerville, Cal., to Fort Russell, Wyo., on account of excessive rate.

4512. *James Kennedy and Company v. Southern Railway Company.* November 9, 1910. Refund of \$5.85 on shipment of lumber from Whittier, N. C., to Norfolk, Va., for export, on account of excessive rate.

4515. *Lord and Garland v. Lake Shore and Michigan Southern Railway Company et al.* October 29, 1910. Refund of \$24 on shipment of oats from Oxford, Ind., to Corinth, N. Y., on account of excessive rate.

4530. *James A. Allen v. Southern Pacific Company et al.* February 21, 1910. Refund of \$167.40 on shipment of potatoes from Sacramento, Cal., to Wallace, Idaho, on account of excessive rate.

4532. *Swanson and Burnside v. Chicago, Burlington and Quincy Railroad Company et al.* December 2, 1909. Refund of \$224.40 on 34 cars of cattle from Perico, Tex., to Galesburg, Ill., on account of excessive rate.

4544. *Updegraff and Company v. Southern Railway Company et al.* September 21, 1910. Refund of \$25.99 on one car of lumber from Hot Springs, N. C., to Baltimore, Md., on account of excessive weight.

4577. *Baltimore and Ohio Southwestern Railroad Company v. St. Louis and San Francisco Railroad Company.* April 8, 1910. Refund of \$44.80 on two cars of lumber shipped from Gatman, Miss., to Cincinnati, Ohio, on account of misrouting.

4606. *International Flax Twine Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* March 19, 1910. Refund of \$1,563.29 on 42 cars of flax in straw from points on Pere Marquette Railroad Company to St. Paul, Minn., on account of excessive rate.

4624. *Armour and Company v. Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.* January 19, 1910. Refund of \$52.56 on 11 cars of dressed beef from Chicago, Ill., to Marion, Ohio, on account of excessive rate.

4655. *Laclede-Christy Clay Products Company v. Missouri Pacific Railway Company et al.* October 4, 1910. Refund of \$89.42 on one car of fire clay from St. Louis, Mo., to Salt Lake City, Utah, on account of excessive rate.

4711. *Peet Brothers Manufacturing Company v. Illinois Central Railroad Company.* January 19, 1910. Refund of \$309.52 on three cars of palm oil from Hamburg, Germany, to Kansas City, Mo., on account of misrouting.

4715. *Beveridge Paper Company v. Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.* January 25, 1910. Refund of \$8.36 on shipment of pulpwood from Indianapolis, Ind., to Chicago, Ill., on account of excessive rate.

4719. *Mason-Donaldson Lumber Company v. Baltimore and Ohio Railroad Company.* August 8, 1910. Refund of \$3.89 on shipment of lumber from State Line, Wis., to Allegheny, Pa., on account of excessive rate.

4720. *Blair and Healy, Incorporated v. Atlantic Coast Line Railroad Company et al.* December 13, 1909. Refund of \$123.89 on shipment of molasses from Gramercy, La., to Wilmington, N. C., on account of excessive rate.

4725. *Mason Fruit Jar Company v. Missouri Pacific Railway Company et al.* November 6, 1909. Refund of \$15.60 on two cars of fruit jars from Coffeyville, Kans., to Springfield, Mo., on account of excessive rate.

4742. *E. E. Evans Company v. New York, Chicago and St. Louis Railroad Company.* March 10, 1910. Refund of \$25 on shipment of hay from Continental, Ohio, to Newport News, Va., on account of misrouting.

4743. *Craig and Dawson Coal Company v. Chicago Great Western Railroad Company et al.* September 21, 1910. Refund of \$20.33 on nine cars of coal from Spaulding, Ill., to Lehigh, Iowa, on account of excessive rate.

4760. *Jackson Lumber Company v. Central of Georgia Railway Company et al.* January 29, 1910. Refund of \$9.96 on shipment of lumber from Lockhart, Ala., to Charleston, S. C., on account of excessive rate.

4768. *Whitcomb and Root v. Cincinnati, New Orleans and Texas Pacific Railway Company.* August 12, 1910. Refund of \$14.55 on one car of hay from Cincinnati, Ohio, to Fonde, Ky., on account of excessive rate.

4769. *Armour and Company v. Kansas City Southern Railway Company.* September 13, 1910. Refund of \$12.20 on shipments of packing-house products, etc., from Kansas City, Mo., to Joplin, Mo., on account of excessive rate.

4771. *Christian Hoffman v. Evansville and Terre Haute Railroad Company.* December 2, 1909. Refund of \$67.50 on eight cars of wheat from Purcell, Cypress, and Emison, Ind., to Vincennes, Ind., milled in transit, on account of excessive rate.

4772. *Ingleheart Brothers v. Evansville and Terre Haute Railroad Company.* January 25, 1910. Refund of \$291.20 on 19 cars of wheat from various points to Evansville, Ind., milled in transit, on account of excessive rate.

4775. *Phoenix Flour Mill Company v. Evansville and Terre Haute Railroad Company.* February 25, 1910. Refund of \$63.70 on four cars of wheat from Rosebud and Mackey, Ind., to Evansville, Ind., milled in transit, on account of excessive rate.

4784. *G. Russo et al. v. Morgan's Louisiana and Texas Railroad and Steamship Company.* September 29, 1910. Refund of \$53.02 on shipments of lemons from New Orleans, La., to various points, on account of drayage.

4791. *Consolidated Stone Company v. St. Louis Southwestern Railway Company of Texas.* July 1, 1910. Refund of \$90 on shipment of stone from Bloomington, Ind., to Sherman, Tex., on account of excessive rate.

4796. *W. G. Porter v. Texas Midland Railroad Company et al.* October 25, 1910. Refund of \$88.80 on one car of cottonseed from Terrell, Tex., to Arcadia, La., on account of excessive rate.

4805. *Nash Brothers v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* June 23, 1910. Refund of \$93.70 on two cars of apples from Nooksack, Wash., to Lansford and Omenee, N. Dak., on account of excessive rate.

4816. *R. B. Schneider v. Chicago, Rock Island and Pacific Railway Company.* February 15, 1910. Refund of \$48.96 and waive collection of \$8.84 on shipments of hay from Tremont, Nebr., to Eros and Jonesboro, La., on account of misrouting.

4820. *Nebraska Mercantile Company v. Union Pacific Railroad Company.* March 7, 1910. Refund of \$108.81 on five cars of sugar from Los Alamitos and Crockett, Cal., to Grand Island, Nebr., on account of excessive rate.

4840. *Dreyfus Brothers v. Mobile and Ohio Railroad Company et al.* January 21, 1910. Refund of \$2.57 on shipments of candy from Montgomery, Ala., to Lake Charles, La., etc., on account of excessive rate.

4860. *American Sheet and Tin Plate Company v. Pennsylvania Company et al.* December 14, 1909. Refund of \$3.91 on shipment of galvanized iron roofing from Canal Dover, Ohio, to Minneapolis, Minn., on account of excessive rate.

4866. *St. Lawrence Pyrites Company v. New York Central and Hudson River Railroad Company.* January 8, 1910. Refund of \$245.56 on eight cars of pyrites from Hermon, N. Y., to Bush Docks, Brooklyn, N. Y., on account of excessive rate.

4869. *Doyle Thompson and Company v. Southern Railway Company.* November 30, 1909. Waive collection of \$11.18 undercharge on lumber from Andrews, N. C., to New York, N. Y., on account of misrouting.

4882. *Barry Manufacturing Company v. Lake Erie and Western Railroad Company et al.* April 26, 1910. Refund of \$10.20 on shipment of buggies from Indianapolis, Ind., to Durand, Ill., on account of excessive rate.

4885. *Albers Brothers Milling Company v. Oregon Railroad and Navigation Company et al.* January 14, 1910. Refund of \$439.17 on two cars of cereals packed with crockery as premiums from Portland, Oreg., to Odgen, Utah, on account of excessive rate.

4888. *Union Meat Company v. Southern Pacific Company.* February 9, 1910. Refund of \$23.54 on 20 cars of cattle from Los Banos, Cal., to Troutdale, Oreg., on account of excessive rate.

4897. *Sam. Cupples Wooden Ware Company v. Norfolk and Western Railway Company.* January 25, 1910. Refund of \$17.05 on one car of bottles from Petersburg, Ind., to Bluefield, W. Va., on account of misrouting.

4927. *Germofert Manufacturing Company v. Central of Georgia Railway Company et al.* April 23, 1910. Refund of \$1,077.19 on 12 cars of phosphate rock from Port Tampa, Fla., to East Point, Ga., on account of excessive rate.

4932. *Northern Iron Company v. Delaware and Hudson Company et al.* January 20, 1910. Refund of \$67.20 on shipment of machinery from Tamaqua, Pa., to Standish, N. Y., on account of excessive rate.

4940. *American Sheet and Tin Plate Company v. Wheeling and Lake Erie Railroad Company.* August 12, 1910. Refund of \$7.59 on shipment of tin plate from Wheeling, W. Va., to Ellicottville, N. Y., on account of excessive rate.

4984. *Lutcher and Moore Cypress Lumber Company v. Yazoo and Mississippi Valley Railroad Company.* April 22, 1910. Refund of \$66.51 on shipment of, molding from Lutcher, La., to Brooklyn, N. Y., on account of excessive rate.

5003. *Jones and Laughlin Steel Company v. Baltimore and Ohio Railroad Company.* December 29, 1909. Refund of \$10.31 on shipment of steel plates from Pittsburg, Pa., to Warren, Ohio, on account of excessive rate.

5004. *Cummings and Pease v. Union Pacific Railroad Company.* March 24, 1910. Refund on shipment of corn from Polk, Nebr., to Council Bluffs, Iowa, as follows: Cummins & Pease, \$9.66; Thos. O'Shea, \$106.75; J. F. Twanley, Son & Co., \$10.23; Lincoln Grain Co., \$16.12; Nebraska Elevator Co., \$31.85; on account of excessive rate.

5009. *Sandoval Zinc Company v. Illinois Central Railroad Company et al.* November 15, 1910. Refund of \$34.05 on one car of spelter from Sandoval, Ill., to Reading, Pa., on account of excessive rate.

5011. *Nebraska Elevator Company v. Union Pacific Railroad Company.* March 14, 1910. Refund of \$6.12 on shipment of corn from Foley, Nebr., to Louisville, Ky., on account of excessive rate.

5041. *Rock Island Sash and Door Works v. Chicago, Rock Island and Pacific Railway Company et al.* May 12, 1910. Refund of \$11.10 on two shipments of sash and doors from Rock Island, Ill., to South Amboy, N. J., to Philadelphia, Pa., on account of excessive rate.

5048. *National Enameling and Stamping Company v. Baltimore and Ohio Railroad Company.* November 30, 1909. Refund of \$0.82 on shipment of tinware and ironware from Baltimore, Md., to Nashville, Tenn., on account of drayage due to misrouting.

5051. *Brockman Daly Commission Company v. Union Pacific Railroad Company.* October 25, 1910. Waive collection of \$7.20 on one car of oats from Humphrey, Nebr., to Council Bluffs, Iowa, on account of excessive rate.

5056. *Swift and Company v. Missouri, Kansas and Texas Railway Company of Texas et al.* January 19, 1910. Refund of \$168.53 on three cars of lard compound from North Fort Worth, Tex., to Mobile, Ala., destined to Cuba, on account of excessive rate.

5061. *Louisville Fire Brick Works v. Louisville and Nashville Railroad Company et al.* April 1, 1910. Refund of \$67.84 on shipment of fire brick from Louisville, Ky., to Blossburg, Ala., on account of excessive rate.

5062. *Pewick and Ford v. Houston and Shreveport Railroad Company et al.* June 24, 1910. Refund of \$871.58 on shipment of molasses from Wharton, Tex., to Shreveport, La., on account of excessive rate.

5063. *C. H. Porter v. Chicago, Burlington and Quincy Railroad Company.* January 15, 1910. Refund of \$26 on shipment of emigrant movables from Crawford, Nebr., to Fort Assiniboine, Mont., on account of excessive rate.

5086. *Woodward Iron Company v. St. Louis and San Francisco Railroad Company.* February 25, 1910. Waive collection of \$16.56 on shipment of pig iron from Woodward, Ala., to Litchfield, Ill., on account of misrouting.

5099. *Delray Salt Company v. Michigan Central Railroad Company.* July 30, 1910. Refund of \$9.25 on one car of salt from Detroit, Mich., to Union Center, Ind., on account of excessive rate.

5115. *A. S. Hopkins v. San Pedro, Los Angeles and Salt Lake Railroad Company et al.* December 3, 1909. Refund of \$159.80 on shipment of demijohns from Olean, N. Y., to Sacramento, Cal., on account of excessive rate.

5120. *Louisville Gas, Coke, Coal and Mining Company v. Chicago, Indianapolis and Louisville Railway Company.* November 30, 1909. Refund of \$91.19 on three cars of coke from Louisville, Ky., to Chicago, Ill., on account of excessive rate.

5127. *Fidelity Lumber Company v. Idaho and Washington Northern Railroad Company.* December 24, 1909. Refund of \$34.54 on three cars of lumber from Newport, Wash., to Rathdrum, Idaho, on account of excessive rate.

5131. *Carolina Marble and Granite Company v. Norfolk and Western Railway Company et al.* June 7, 1910. Refund of \$47.29 and waive collection of \$21.63 on shipment of marble from Fowler, Vt., to Salisbury, N. C., reconsigned to Statesville, N. C., on account of excessive rate.

5143. *Holley-Matthews Manufacturing Company v. St. Louis and San Francisco Railroad Company.* March 4, 1910. Refund of \$4.80 on shipment of box lumber from Sikeston, Mo., to Quincy, Ill., on account of misrouting.

5170. *H. G. Cherry v. St. Louis and San Francisco Railroad Company et al.* April 12, 1910. Refund of \$30 on shipment of meal from Council Bluffs, Iowa, to Springfield, Mo., on account of excessive rate.

5178. *A. G. Weinstein and Company v. Chicago, Burlington and Quincy Railroad Company.* April 1, 1910. Refund of \$86 on one car of peaches from Dardanelle, Ark., to Omaha, Nebr., on account of excessive rate.

5180. *S. M. Brown and Sons v. Missouri Pacific Railway Company.* April 8, 1910. Refund of \$4.26 on shipment of lumber from Winona, La., to Colfax, Iowa, on account of misrouting.

5191. *Moline Wagon Company v. St. Louis and San Francisco Railroad Company.* November 10, 1910. Refund of \$44.18 on shipments of lumber from Fayette Junction, Ark., to Moline, Ill., on account of excessive rate.

5194. *Union Fibre Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* September 26, 1910. Refund of \$12.18 on shipment of flax tow from Hammond, Wis., to Cincinnati, Ohio, on account of excessive rate.

5204. *Jacob Dold Packing Company v. New York Central and Hudson River Railroad Company et al.* May 24, 1910. Refund of \$22.27 on one car of meats from Buffalo, N. Y., to Burlington, Vt., on account of excessive rate.

5208. *H. T. Chapman v. New York, New Haven and Hartford Railroad Company et al.* January 25, 1910. Waive collection of \$17.85 on shipment of coal from Huntingdon, Pa., to Saybrook Point, Conn., on account of excessive rate.

5227. *Washburn-Crosby Company v. Union Pacific Railroad Company.* October 28, 1910. Refund of \$8.44 and waive collection of \$3.44 on shipment of wheat from Hardville, Nebr., to Minneapolis, Minn., on account of excessive rate.

5235. *Washburn-Crosby Company v. Union Pacific Railroad Company.* October 18, 1910. Refund of \$13.08 and waive collection of \$2.09 on shipment of wheat from Hardville, Nebr., to Minneapolis, Minn., on account of excessive rate.

5255. *Washburn-Crosby Company v. Union Pacific Railroad Company.* September 9, 1910. Refund of \$8.63 on one car of wheat from Jamaica, Nebr., to Council Bluffs, Iowa, on account of excessive rate.

5261. *Pillsbury Flour Mills Company v. Union Pacific Railroad Company.* November 15, 1910. Refund of \$16.53 on shipment of wheat from Foley, Nebr., to Minneapolis, Minn., on account of excessive rate.

5278. *Sioux City Seed and Nursery Company v. Chicago, Burlington and Quincy Railroad Company.* December 9, 1910. Refund of \$10.09 on one car of corn from Lincoln, Nebr., to Sioux City, Iowa, on account of excessive rate.

5295. *Wells-Abbott-Nieman Company v. Union Pacific Railroad Company.* October 18, 1910. Refund of \$1,046.34 on 145 cars of grain from Nebraska points to Council Bluffs, Iowa, on account of excessive rate.

5308. *Pine Tree Lumber Company v. Vicksburg, Shreveport and Pacific Railway Company.* September 26, 1910. Refund of \$24 on shipment of lumber from Winona, La., to Oklahoma City, Okla., on account of misrouting.

5313. *Wells-Abbott-Nieman Company v. Union Pacific Railroad Company et al.* October 18, 1910. Refund of \$168.10 on 21 cars of grain from various points to various points, milled at Schuyler, Nebr., on account of excessive rate.

5319. *W. R. Fields and Company v. Chicago, Rock Island and Pacific Railway Company.* July 19, 1910. Refund of \$32.40 and waive collection of \$51.30 on shipment of cane seed from Waldron, Kans., to Howe, Tex., on account of misrouting.

5332. *North Western Lumber Company v. Missouri Pacific Railway Company et al.* February 21, 1910. Refund of \$417.36 on one car of trunk slats from Eau Claire, Wis., to Denver, Colo., on account of excessive rate.

5337. *J. F. Dow and Company v. Chicago, Rock Island and Pacific Railway Company et al.* August 3, 1910. Refund of \$137.09 on two cars of potatoes from Crookston, Nebr., to Davenport, Iowa, on account of excessive rate.

5346. *Armour and Company v. Texas and Pacific Railway Company et al.* September 13, 1910. Refund of \$11.16 on five shipments of fresh meat from Fort Worth, Tex., to Vicksburg, Miss., and Monroe, La., on account of excessive rate.

5360. *Rea and Page Milling Company v. Missouri Pacific Railway Company.* February 3, 1910. Refund of \$29.84 on 30 cars of wheat and flour from Marshall, Mo., to various points, on account of excessive rate.

5363. *Watson-Durand-Kasper Grocery Company v. Missouri Pacific Railway Company.* January 25, 1910. Refund of \$13 and waive collection of \$97.50 on shipment of canned goods from Auburn, Nebr., to Salina, Kans., on account of excessive rate.

5395. *Fulton Bag and Cotton Mills v. Central of Georgia Railway Company.* October 25, 1910. Refund of \$324.43 on shipments of clay at Savannah, Ga., on account of excessive storage charges.

5404. *Chattanooga Brewing Company v. Nashville, Chattanooga and St. Louis Railway Company et al.* April 1, 1910. Refund of \$15.45 on one car of beer from Chattanooga, Tenn., to Cullman, Ala., on account of excessive rate.

5412. *Barnes Holliday Company v. Durham and Southern Railway Company et al.* January 25, 1910. Refund of \$34.04 and waive collection of \$23.12, on one car of coal from Shamokin, Pa., to Dunn, N. C., on account of excessive rate.

5437. *Philadelphia and Reading Coal and Iron Company v. Atchison, Topeka and Santa Fe Railway Company.* July 25, 1910. Refund of \$8.80 on shipments of grain from South Chicago dock to various points, on account of nonallowance for grain doors.

5443. *Greif Brothers Company v. Chesapeake and Ohio Railway Company et al.* January 20, 1910. Refund of \$9.09 on shipment of staves from Lanexa, Va., to Spring City, Tenn., on account of excessive rate.

5445. *Frederick Vietor and Achelis v. Southern Railway Company et al.* December 13, 1909. Refund of \$42.49 on 14 shipments of cotton blankets from Spray, N. C., to Portland, Me., on account of excessive rate.

5449. *Wallace-Ballard Lumber Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* May 24, 1910. Refund of \$29.21 on shipment of lumber from Monaghan, Idaho, to Balfour, N. Dak., on account of excessive rate.

5480. *C. A. Brockett Cement Company v. St. Louis and San Francisco Railroad Company.* April 19, 1910. Refund of \$40.15 on five cars of gravel from Joplin, Mo., to Dodson, Mo., on account of excessive rate.

5486. *James Thompson and Company v. St. Louis Southwestern Railway Company et al.* June 18, 1910. Refund of \$6.80 on shipment of lumber from Reydel, Ark., to Marietta, Ohio, on account of excessive rate.

5495. *C. C. Taft Company v. St. Louis and San Francisco Railroad Company.* February 17, 1910. Refund of \$30.52 on seven cars of peaches from Mammoth Springs, Ark., to Des Moines, Iowa, on account of excessive weight.

5499. *Kemp Lumber Company v. Eastern Railway of New Mexico et al.* January 20, 1910. Waive collection of \$75.27 undercharge on two cars of lumber from Beckville, Tex., to Elida, N. Mex., on account of excessive rate.

5504. *Crunden-Martin Woodenware Company v. Chicago and North Western Railway Company et al.* July 1, 1910. Refund of \$78.63 on shipment of wrapping paper from Nekoosa, Wis., to Los Angeles, Cal., on account of excessive rate.

5524. *H. Wagener Brewing Company v. Oregon Short Line Railroad Company.* December 6, 1909. Refund of \$46.36 on returned shipment of empty bottles from McGill, Nev., to Salt Lake City, Utah, on account of excessive rate.

5529. *Mueller and Young Grain Company v. New York, New Haven and Hartford Railroad Company.* December 31, 1909. Refund of \$33.60 on one car of oats from Chicago, Ill., to Norton, Mass., on account of excessive rate.

5532. *Bissinger and Company v. Southern Pacific Company.* December 3, 1909. Refund of \$55.68 and waive collection of \$23.20 undercharge on shipment of hides from Reno, Nev., to San Francisco, Cal., on account of excessive rate.

5533. *Alabama Chemical Company v. Southern Railway Company et al.* December 20, 1909. Refund of \$431.74 on three cars of tankage from Springdale, Pa., to Montgomery, Ala., on account of excessive rate.

5539. *Burlington Elevator Company et al v. Illinois Central Railroad Company.* November 11, 1910. Refund of \$140.98, on account of nonallowance for grain doors.

5557. *Clinton Bridge and Iron Works v. Chicago and North Western Railway Company et al.* November 18, 1910. Refund of \$51.70 on shipment of bridge material from Clinton, Iowa, to Mondovi and Osseo, Wis., on account of excessive rate.

5560. *Hydraulic Press Brick Company v. Cincinnati and Muskingum Valley Railroad Company et al.* October 27, 1910. Refund of \$191.81 on three cars of brick from Roseville, Ohio, to Tomahawk, Wis., on account of excessive rate.

5590. *Wells-Abbott-Nieman Company v. Union Pacific Railroad Company.* July 16, 1910. Refund of \$15.83 on shipment of flour from Lexington, Nebr., to Glasgow, Scotland, on account of excessive rate.

5592. *Mente and Company v. Union Pacific Railroad Company et al.* December 13, 1909. Refund of \$48.69 on one car of bags from New Orleans, La., to Kersey, Colo., on account of excessive rate.

5596. *International Harvester Company v. Chicago and Eastern Illinois Railroad Company et al.* January 20, 1910. Refund of \$11,606.01 and waive collection of \$28.60 on 41 cars of sisal from Texas City, Tex., to Chicago, Ill., on account of excessive rate.

5598. *The Texas Company v. Kansas City Southern Railway Company.* August 8, 1910. Refund of \$92.02 on two shipments of iron articles from Beaumont, Tex., to Oil City, La., on account of excessive rate.

5624. *E. C. Best and Company v. Kansas City Southern Railway Company et al.* November 9, 1910. Refund of \$12 on shipment of potatoes from Isante, Minn., to Lake Charles, La., on account of excessive rate.

5629. *Hall, Wedge and Carter v. Chicago and Eastern Illinois Railroad Company et al.* October 29, 1910. Refund of \$12.50 on shipment of cantaloupes from Clarkton, Mo., to Chicago, Ill., on account of excessive rate.

5630. *C. B. Havens and Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 11, 1910. Refund of \$83.49 on four cars of slack coal from Frontenac, Kans., to Asylum, Nebr., on account of excessive rate.

5664. *Sound Lumber Company v. Great Northern Railway Company et al.* March 25, 1910. Refund of \$46.40 and waive collection of \$11.60 on shipments of lumber from Everett, Wash., to Calumet, Mich., on account of excessive weight.

5679. *B. F. Williamson v. Atlantic Coast Line Railroad Company.* January 4, 1910. Refund of \$9.06 on shipment of tobacco from Palmetto, S. C., to Wilson, N. C., on account of excessive rate.

5682. *Battle Creek Breakfast Food Company v. Pennsylvania Railroad Company et al.* April 16, 1910. Refund of \$183.87 on 23 cars of cereal products from Buffalo, N. Y., to Quincy, Ill., on account of excessive rate.

5694. *Columbia Tool Steel Company v. Pennsylvania Company et al.* March 7, 1910. Refund of \$46.36 on shipment of ferro chrome from Clifton, Pa., to Chicago Heights, Ill., on account of excessive rate.

5714. *Zenith Furnace Company v. Chicago and North Western Railway Company et al.* January 25, 1910. Refund of \$29.11 on shipments of pig iron from Duluth, Minn., to Sheboygan, Wis., on account of excessive rate.

5741. *Finkbine Lumber Company v. Illinois Central Railroad Company et al.* December 6, 1909. Refund of \$11.40 on shipment of lumber from Wiggins, Miss., to St. Charles, Mo., on account of excessive rate.

5750. *Root Glass Company v. Vandalia Railroad Company.* December 7, 1909. Refund of \$16.92 on shipment of bottles from Terre Haute, Ind., to Madison, Wis., on account of excessive rate.

5752. *Western Distilleries v. Southern Pacific Company.* May 20, 1910. Refund of \$228.49 on twelve shipments of alcohol from Agnew, Cal., to New York, N. Y., and Baltimore, Md., on account of excessive rate.

5753. *Western Distilleries v. Southern Pacific Company.* February 10, 1910. Refund of \$1.06 on five shipments of alcohol from Agnew, Cal., to New York, N. Y., on account of excessive rate.

5761. *Henry Schroeder v. Chicago Great Western Railroad Company et al.* February 19, 1910. Refund of \$69.74 on three shipments of potatoes from Watts, Minn., to Kansas City, Mo., on account of excessive rate.

5781. *J. R. Bittinger v. Western Maryland Railroad Company.* October 8, 1910. Refund of \$93.03 and waive collection of \$3.25 on 29 cars of lime from Bittinger, Pa., to various points, on account of excessive rate.

5786. *Frank Marshall et al. v. Illinois Central Railroad Company.* August 24, 1910. Refund of \$33 on shipments of grain from Chicago, Ill., to various points, on account of nonallowance for grain doors.

5788. *South Chicago Elevator Company v. Illinois Central Railroad Company.* October 13, 1910. Refund of \$2.10 on shipment of grain screenings from Fordham, Ill., to Owensboro, Ky., on account of nonallowance for grain doors.

5790. *Southern Elevator Company v. Illinois Central Railroad Company.* January 27, 1910. Refund of \$2 on shipment of oats from East St. Louis, Ill., to Nashville, Tenn., on account of nonallowance for grain doors.

5791. *Rogers Elevator Company v. Illinois Central Railroad Company.* December 29, 1909. Refund of \$7.08 on four shipments of corn from East St. Louis, Ill., to Nashville, Tenn., on account of nonallowance for grain doors.

5796. *Texas Rice Farmers Association and Exchange v. Texas and New Orleans Railroad Company et al.* January 29, 1910. Refund of \$63.83 on four cars of rice from Clinton (Bastrop Bayou), Tex., to New Orleans, La., stopping in transit at Houston, Tex., on account of excessive rate.

5804. *Greenville Coal and Ice Company v. Bessemer and Lake Erie Railroad Company.* May 12, 1910. Refund of \$271.94 on eighteen cars of ice from Conneaut Harbor, Ohio, to Greenville, Pa., on account of excessive rate.

5812. *Phoenix Milling Company v. Southern Pacific Company et al.* February 10, 1910. Refund of \$74.92 on shipment of flour and meals from Sacramento, Cal., to Fallon, Nev., on account of excessive rate.

5821. *Standard Wood Company v. Maine Central Railroad Company et al.* April 15, 1910. Refund of \$138.69 on five cars of kindling wood from Bowdoinham and Passadumkeag, Me., to Watuppa, Mass., on account of excessive rate.

5836. *Tomilson Chair Manufacturing Company v. Southern Railway Company et al.* December 6, 1909. Refund of \$104.16 on two shipments of furniture from High Point, N. C., to Forest and Morton, Miss., on account of excessive rate.

5839. *Tate Furniture Company v. Southern Railway Company et al.* March 25, 1910. Refund of \$52.08 on shipment of furniture from High Point, N. C., to Forest, Miss., on account of excessive rate.

5846. *T. W. Wood and Son v. Southern Railway Company et al.* October 5, 1910. Refund of \$29.75 on shipment of poultry feed from Kansas City, Mo., to Richmond, Va., on account of excessive rate.

5850. *Bamberger, DeLamar Gold Mines Company v. Denver and Rio Grande Railroad Company et al.* January 4, 1910. Refund of \$1,047.83 on nine shipments of coal from Helper, Utah, to Stine, Nev., on account of excessive rate.

5858. *Twin Oaks Feld Spar Company v. Baltimore and Ohio Railroad Company et al.* June 23, 1910. Refund of \$52.80 on shipment of feld spar from Twin Oaks, Pa., to Brandywine Summit, Pa., on account of excessive rate.

5862. *Detroit Salt Company v. Michigan Central Railroad Company et al.* January 24, 1910. Refund of \$12.88 on shipment of salt from Detroit, Mich., to Westervelt, Ill., on account of excessive rate.

5868. *W. J. Botsford Lumber Company v. St. Louis and San Francisco Railroad Company et al.* February 3, 1910. Refund of \$11.20 on shipment of lumber from Wyatt, La., to St. Louis, Mo., reconsigned to Clayton, Mo., on account of excessive rate.

5878. *Wheeling Corrugating Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* August 18, 1910. Refund of \$98.40 on one car of conductor pipe and eaves trough from Wheeling, W. Va., to Houston, Tex., on account of excessive rate.

5885. *Rogers, Brown and Company v. Southern Railway Company et al.* February 24, 1910. Refund of \$32 on shipment of pig iron from Anniston, Ala., to Edwardsville, Ill., on account of excessive rate.

5890. *Cleary Brothers v. Chicago and North Western Railway Company et al.* April 5, 1910. Refund of \$12.60 on shipment of glass bottles from Petersburg, Ind., to Escanaba, Mich., on account of excessive rate.

5891. *Justus-Murphy Company v. Baltimore and Ohio Railroad Company et al.* January 25, 1910. Refund of \$10.28 on shipment of lumber from Waterford, Ohio, to Hammond, Ind., on account of excessive rate.

5894. *John A. Reitz and Sons v. Illinois Central Railroad Company.* December 14, 1909. Refund of \$49.35 on seven cars of lumber from Evansville, Ind., to Elwood, Ind., on account of excessive rate.

5895. *The Union Sulphur Company v. Baltimore and Ohio Railroad Company et al.* December 13, 1909. Refund of \$147.86 on two cars of brimstone from Locust Point, Md., to Alpena, Mich., on account of excessive rate.

5902. *Pierce, Butler and Pierce Manufacturing Company v. New York Central and Hudson River Railroad Company.* July 30, 1910. Refund of \$34 on one car of brick from Essex Junction, Vt., to Beaver River, N. Y., on account of excessive rate.

5903. *F. W. Wellington and Company v. Baltimore and Ohio Railroad Company et al.* April 21, 1910. Refund of \$51.53 on two cars of coal from Big Vein Mines, Pa., to Worcester, Mass., on account of excessive rate.

5913. *Crutchfield and Woolfolk v. Southern Pacific Company et al.* November 19, 1910. Refund of \$41 on shipment of celery from La Bolsa, Cal., to Pittsburg, Pa., on account of excessive rate.

5917. *California Vegetable Union v. Atchison, Topeka and Santa Fe Railway Company et al.* October 11, 1910. Refund of \$104.47 on shipment of celery from Holt, Antioch, and Orwood, Cal., to Toledo, Ohio, Pittsburg, Pa., and Detroit, Mich., on account of excessive rate.

5934. *Sunnyside Coal Company v. Illinois Central Railroad Company et al.* December 11, 1909. Refund of \$61.51 on nine shipments of coal from Herrin, Ill., to various points, on account of excessive rate.

5943. *Seidenberg and Company v. Southern Railway Company et al.* December 2, 1909. Refund of \$69.92 on shipment of cedar logs from Charleston, S. C., to Louisville, Ky., on account of excessive rate.

5944. *National Fireproofing Company v. Pennsylvania Company et al.* February 17, 1910. Refund of \$255.20 on four cars of hollow tile from Hobart, Ind., to Minneapolis, Minn., on account of excessive rate.

5967. *Sunnyside Coal Company v. Illinois Central Railroad Company et al.* November 28, 1910. Refund of \$8.08 on shipment of coal from Cambria, Ill., to Chancellor, S. Dak., on account of excessive rate.

5978. *E. S. Seay v. Eastern Railway of New Mexico et al.* December 11, 1909. Refund of \$12.80 and waive collection of \$115.20 undercharge on four shipments of wool from Yesso, N. Mex., to Roswell, N. Mex., on account of excessive rate.

5999. *Deseret Power and Mill Company v. Tonopah and Tidewater Company et al.* January 17, 1910. Refund of \$75.07 on one car of sheet zinc from La Salle, Ill., to Millers, Nev., on account of excessive rate.

6008. *Champion Coated Paper Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* April 8, 1910. Refund of \$29.36 on one car of paper from Hamilton, Ohio, to Minneapolis, Minn., on account of excessive rate.

6021. *Hartman Furniture and Carpet Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 10, 1910. Refund of \$12.60 on shipment of stoves from Fremont, Ohio, to Minneapolis, Minn., on account of excessive rate.

6026. *Laurentide Mica Company, Limited, v. Chicago, Burlington and Quincy Railroad Company.* December 31, 1909. Refund of \$106.20 on shipment of mica ore from Custer, S. Dak., to Lincoln, Nebr., on account of excessive rate.

6030. *Haag-Haybach Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* December 9, 1909. Refund of \$10.50 on shipment of galvanized sheet iron from Middletown, Ohio, to St. Paul, Minn., on account of excessive rate.

6032. *Producers Oil Company v. Kansas City Southern Railway Company et al.* October 16, 1910. Refund of \$157.39 on various shipments of iron pipe, etc., from Beaumont and Port Arthur, Tex., to Omaha, Nebr., on account of excessive rate.

6040. *W. M. Ritter Lumber Company v. Chesapeake and Ohio Railway Company et al.* January 13, 1910. Refund of \$19.49 and waive collection of \$13 undercharge on shipment of lumber from Maben, W. Va., to Anderson, Ohio, on account of excessive rate.

6045. *Walton Grain Company v. Missouri Pacific Railway Company.* October 4, 1910. Refund of \$487.60 on 141 cars of grain from Coffeyville, Kans., to various points, on account of nonallowance for elevation.

6052. *L. R. Graybill et al. v. Baltimore and Ohio Railroad Company.* January 14, 1910. Waive collection of \$1,543.47 undercharge on shipments of crushed stone from Engle, Kearneysville, and Martinsburg, W. Va., to Takoma Park, D. C., on account of excessive rate.

6058. *American Sheet and Tin Plate Company v. Baltimore and Ohio Railroad Company et al.* December 15, 1909. Refund of \$4.38 on two cars of roofing iron from Canal Dover, Ohio, to St. Louis, Mo., on account of excessive rate.

6060. *Pella Stocker Company v. Great Northern Railway Company et al.* February 2, 1910. Refund of \$61.14 on shipment of self feeder and band cutter from Pella, Iowa, to Fargo, N. Dak., on account of excessive rate.

6071. *National Produce Distributing Company v. Mobile and Ohio Railroad Company et al.* February 26, 1910. Refund of \$11.80 on two shipments of tomatoes from Humboldt, Tenn., to Minneapolis, Minn., on account of excessive rate.

6073. *E. P. Stacy and Sons v. Mobile and Ohio Railroad Company et al.* February 26, 1910. Refund of \$13.42 on shipment of tomatoes from Humboldt, Tenn., to Minneapolis, Minn., on account of excessive rate.

6090. *Acme Cement Plaster Company v. St. Louis and San Francisco Railroad Company et al.* January 20, 1910. Refund of \$9.90 on shipment of cement plaster from Marlow, Okla., to Old Orchard, Mo., on account of excessive rate.

6091. *Frank Lynch Company v. Northern Pacific Railway Company et al.* December 29, 1909. Refund of \$13.76 on shipment of one traction engine from Charles City, Iowa, to Fargo, N. Dak., on account of excessive rate.

6094. *Sunnyside Coal Company v. Illinois Central Railroad Company et al.* June 23, 1910. Refund of \$12.20 on shipments of coal from Cambria, Ill., to Alcester and Beresford, S. Dak., on account of excessive rate.

6096. *Hoffman and Ulery v. Denver and Rio Grande Railroad Company et al.* November 30, 1909. Refund of \$12.32 on shipment of coal from Helper, Utah, to Pomona, Cal., on account of excessive rate.

6097. *Odel Manufacturing Company v. Boston and Maine Railroad.* November 30, 1909. Refund of \$350.60 on 58 cars of wood pulp from Groveton, N. H., to East Ryegate, Vt., on account of excessive rate.

6098. *Armour Fertilizer Works v. Philadelphia, Baltimore and Washington Railroad Company.* March 7, 1910. Refund of \$18 on one car of bone meal from Claremont, Md., to Massey, Md., on account of excessive rate.

6101. *W. E. and A. R. Clark et al. v. Atchison, Topeka and Santa Fe Railway Company.* July 26, 1910. Refund of \$210 on various shipments of grain, on account of nonallowance for grain doors.

6114. *Winston, Harper, Fisher Company v. Northern Pacific Railway Company.* June 16, 1910. Refund of \$63.58 on shipments of packages improperly marked, on account of excessive rate.

6115. *Stone-Ordean-Wells Company v. Northern Pacific Railway Company et al.* February 14, 1910. Waive collection of \$152 on one car of rice from Midland, La., to Bozeman, Mont., on account of excessive rate.

6118. *Broderick-Quinlan Manufacturing Company v. Chicago, Cincinnati and Louisville Railroad Company et al.* December 9, 1909. Refund of \$49.30 on two cars of boilers from Muncie, Ind., to Battle Creek, Mich., on account of excessive rate.

6125. *Stone-Ordean-Wells Company v. Northern Pacific Railway Company et al.* May 14, 1910. Refund of \$28.12 on shipment of canned oysters and shrimps from Biloxi, Miss., to Duluth, Minn., on account of excessive rate.

6126. *Lackawanna Steel Company v. New York, Chicago and St. Louis Railroad Company et al.* February 2, 1910. Refund of \$319.02 and waive collection of \$887.19 undercharge on three cars of rails and fastenings from Buffalo, N. Y., to Hall City, La., on account of excessive rate.

6153. *California Vegetable Union v. Atchison, Topeka and Santa Fe Railway Company et al.* October 25, 1910. Refund of \$52 on two shipments of celery from Aliso, Cal., to Columbus and Cincinnati, Ohio, on account of excessive rate.

6180. *Milburn Wagon Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* June 20, 1910. Refund of \$16.80 on one car of farm wagons from Toledo, Ohio, to Rayne, La., on account of excessive rate.

6197. *New Richmond Roller Mill Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* December 7, 1909. Refund of \$137.63 on shipment of wheat from Minneapolis, Minn., to New Richmond, Wis., milled in transit and reshipped to Chicago, Ill., on account of excessive rate.

6199. *Republic Iron and Steel Company v. Chicago, Indiana and Southern Railway Company et al.* January 8, 1910. Refund of \$826.87 on 23 cars of bar iron from East Chicago, Ind., to Mount Vernon, Ill., on account of excessive rate.

6225. *Bauer Cooperage Company v. Mobile and Ohio Railroad Company et al.* September 22, 1910. Refund of \$635.96 on 20 cars of staves from Calhoun City, Miss., to Lawrenceburg, Ind., on account of excessive rate.

6237. *Kansas City Flour Company v. Missouri, Kansas and Texas Railway Company.* February 17, 1910. Refund of \$12.14 on shipment of flour from Kansas City, Mo., to St. Charles, Mo., on account of excessive rate.

6240. *Republic Iron and Steel Company v. Illinois Central Railroad Company.* December 2, 1909. Waive collection of \$79.50 on 38 cars of coal from Clinch, Ill., to East Chicago, Ind., on account of nonabsorption of switching charges.

6241. *Pickands, Brown and Company v. Illinois Central Railroad Company et al.* November 28, 1910. Refund of \$14.28 on shipment of coke from Milwaukee, Wis., to Sour Lake, Tex., on account of excessive rate.

6250. *Nebraska Bridge Supply and Lumber Company v. Nashville, Chattanooga and St. Louis Railway.* February 15, 1910. Refund of \$14.56 on shipment of cedar posts from Farley, Ala., to East St. Louis, Ill., on account of excessive rate.

6253. *Buffalo and Susquehanna Iron Company v. Buffalo and Susquehanna Railway Company.* December 22, 1909. Refund of \$25.87 on shipment of pig iron from Bladell, N. Y., to Newark, N. J., on account of excessive rate.

6254. *American Bridge Company of New York v. Cincinnati, New Orleans and Texas Pacific Railway Company.* February 4, 1910. Refund of \$434.91 on 24 cars of bridge iron from Ambridge, Pa., to Chattanooga, Tenn., on account of excessive rate.

6282. *J. C. Pennoyer Company v. Illinois Central Railroad Company et al.* March 19, 1910. Refund of \$15.72 on shipment of staves from Dean, Miss., to Indianapolis, Ind., on account of excessive rate.

6283. *A. H. Johnson v. St. Joseph and Grand Island Railway Company.* September 21, 1910. Refund of \$5.18 on shipment of cattle from Davenport, Nebr., to St. Joseph, Mo., on account of larger car being furnished than ordered.

6285. *M. A. Randall v. Maine Central Railroad Company et al.* January 24, 1910. Refund of \$21 on shipment of mutton and veal from Dexter, Me., to Boston, Mass., on account of excessive rate.

6304. *Louisiana Red Cypress Company v. Morgan's Louisiana and Texas Railroad and Steamship Company.* April 11, 1910. Refund of \$4.50 on one car of lumber from Des Allemands, La., to Despatch, N. Y., on account of excessive rate.

6322. *J. F. Hill Construction Company v. Fort Smith and Western Railroad Company.* February 8, 1910. Waive collection of \$42 on 23 cars of brick from Coffeyville, Kans., to Guthrie, Okla., on account of excessive switching charges.

6323. *Colorado Milling and Elevator Company v. Union Pacific Railroad Company et al.* December 11, 1909. Refund of \$184.03 on 10 cars of grain from various points to various points, milled in transit at Denver and Greeley, Colo., on account of excessive rate.

6341. *Anheuser-Busch Brewing Association v. Missouri Pacific Railway Company et al.* December 14, 1909. Refund of \$96.96 on one car of beer from St. Louis, Mo., to Lamar, Colo., on account of excessive rate.

6386. *H. J. Heinz Company v. New York, Chicago and St. Louis Railroad Company et al.* November 10, 1910. Refund of \$47.86 on one car of salt from Cleveland, Ohio, to Muscatine, Iowa, on account of excessive rate.

6391. *Alex. Schmidt and A. Heidt v. Missouri, Kansas and Texas Railway Company et al.* February 2, 1910. Refund of \$106.17 on shipment of walnut logs from Lewis, Mo., to Galveston, Tex., for export, on account of excessive rate.

6392. *Moore Brothers v. Mobile and Ohio Railroad Company et al.* October 5, 1910. Refund of \$95.20 and waive collection of \$164.52 on two cars of coal from Braehead, Ala., to Memphis, Tenn., on account of excessive rate.

6395. *Balaklala Consolidated Copper Company v. Southern Pacific Company et al.* December 9, 1909. Refund of \$1,292.22 and waive collection of \$787.45 undercharge on four cars of silica rock from Dalys, Mont., to Coram, Cal., on account of excessive rate.

6400. *J. B. Manby v. Chicago, Burlington and Quincy Railroad Company et al.* January 22, 1910. Refund of \$244.20 on 20 cars of sheep from Roswell, N. Mex., to South Omaha, Nebr., on account of excessive rate.

6407. *Remsberg Mercantile Company v. Atchison, Topeka and Santa Fe Railway Company et al.* January 15, 1910. Refund of \$12.21 on eight shipments of dry goods, etc., from New York, N. Y., to Raton, N. Mex., on account of excessive rate.

6412. *Bonner Oil Company v. Louisiana and Arkansas Railway Company et al.* July 21, 1910. Refund of \$77.76 on shipment of oil from Findlay, Ohio, to Alexandria, La., on account of excessive rate.

6415. *Belfont Iron Works v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* February 17, 1910. Refund of \$8.66 on one car of wire from Ironton, Ohio, to Opelousas, La., on account of excessive rate.

6416. *P. Lorillard Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* January 31, 1910. Refund of \$11.65 on shipment of wooden pails from Louisville, Ky., to Jersey City, N. J., on account of misrouting.

6418. *Sherman Manufacturing Company v. Colorado and Southern Railway Company et al.* December 31, 1909. Refund of \$74.42 on shipment of cotton duck from Sherman, Tex., to Denver, Colo., on account of excessive rate.

6419. *Rasher-Kingman-Herrin Company v. Northern Pacific Railway Company et al.* January 25, 1910. Refund of \$77.22 on shipment of sweet potatoes from Sacramento, Cal., to Spokane, Wash., on account of excessive rate.

6452. *Wheeling Steel and Iron Company v. Baltimore and Ohio Railroad Company et al.* September 27, 1910. Refund of \$31.40 on one car of wrought-iron pipe from Benwood, W. Va., to Hurley, Wis., on account of excessive rate.

6459. *Lane Brothers and Company v. Virginian Railway Company et al.* August 26, 1910. Refund of \$28.50 on shipment of cement from New Village, N. J., to Altavista, Va., on account of excessive rate.

6463. *Proctor, Ellison and Company v. Western Maryland Railroad Company et al.* October 4, 1910. Waive collection of \$67.36 on shipment of hides from San Francisco, Cal., to Hambleton, W. Va., on account of excessive rate.

6466. *Washington Brick, Lime and Manufacturing Company v. Oregon Railroad and Navigation Company.* December 6, 1909. Waive collection of \$236 on 15 cars of slabwood from Rose Lake, Idaho, to Freeman, Wash., on account of excessive rate.

6494. *J. B. Ford Company v. Southern Pacific Company.* February 2, 1910. Refund of \$119.27 on one car of soda ash from Wyandotte, Mich., to Reno, Nev., on account of excessive rate.

6505. *United States Gypsum Company v. Missouri Pacific Railway Company et al.* July 27, 1909. Refund of \$108 on shipment of plaster from Blue Rapids, Kans., to Chicago, Ill., on account of excessive rate.

6509. *Schwarzschild and Sulzberger Company v. Grand Trunk Railway System et al.* September 23, 1910. Refund of \$137.19 on shipments of smoked meats from Chicago, Ill., to various points on account of excessive rate.

6511. *Andrew Baile v. Pittsburgh and Lake Erie Railroad Company et al.* July 2, 1910. Refund of \$212.16 on 25 cars of coal from various mines to Lennoxville, Quebec, on account of excessive rate.

6540. *Pabst Brewing Company v. Union Pacific Railroad Company.* March 7, 1910. Refund of \$291.19 on two shipments of beer from Milwaukee, Wis., to Winnemucca, Nev., on account of excessive rate.

6542. *Crescent Window Glass Company v. Baltimore and Ohio Railroad Company.* March 14, 1910. Waive collection of \$56.48 on three cars of cullet or broken glass from Wilmington, Del., to Weston, W. Va., on account of excessive rate.

6549. *Humphrey Supply Company v. Southern Pacific Company.* December 21, 1909. Refund of \$80.24 on two cars of calves and cattle from Lovelock, Nev., to San Francisco, Cal., on account of excessive rate.

6553. *Standard Box and Lumber Company v. Oregon Railroad and Navigation Company et al.* October 25, 1910. Refund of \$44.06 on shipment of lumber from Portland, Oreg., to Tooele, Wash., on account of larger car being furnished than ordered.

6554. *Barrett Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company.* December 29, 1909. Refund of \$16.52 on shipment of pitch and gravel roofing from Chicago, Ill., to Denver, Colo., on account of excessive rate.

6560. *Pickands-Magge Company v. Southern Pacific Company et al.* December 6, 1909. Refund of \$94.01 on two cars of coke from Thomas, Pa., to San Francisco, Cal., on account of excessive rate.

6563. *Moses Brothers Mill and Elevator Company v. Atchison, Topeka and Santa Fe Railway Company.* March 7, 1910. Refund \$36.31 and waive collection of \$1.99 on shipment of flour, feed, etc., from Great Bend, Kans., to La Junta, Colo., on account of excessive rate.

6565. *Goshen Iron Company v. Chesapeake and Ohio Railway Company.* December 21, 1909. Refund of \$57.55 on 27 cars of ore from White Sulphur, W. Va., to Goshen, Va., on account of excessive rate.

6603. *Carolina Portland Cement Company v. Southern Railway Company et al.* May 4, 1910. Refund of \$27.36 on one car of cement from Port Royal, S. C., to Tryon, N. C., on account of excessive rate.

6605. *American Agricultural Chemical Company v. Central Railroad Company of New Jersey et al.* December 16, 1909. Refund of \$61.60 on six cars of manure salts from Hoboken, N. J., to East Buffalo, N. Y., on account of excessive rate.

6611. *Wexford Lumber Company v. Manistee and Northeastern Railroad Company.* August 19, 1910. Refund of \$150.84 on shipment of bark from Buckley, Mich., to Sidney, Ohio, on account of excessive rate.

6620. *Richmond Spinning Company v. Illinois Central Railroad Company et al.* January 25, 1910. Refund of \$210.60 on four cars of cotton from Jackson, Tenn., to Chattanooga, Tenn., on account of excessive rate.

6624. *Western Alkali Manufacturing Company v. Union Pacific Railroad Company et al.* April 23, 1910. Refund of \$349.22 on one car of caustic soda from Green River, Wyo., to San Francisco, Cal., on account of excessive rate.

6625. *J. J. Hanighen v. Union Pacific Railroad Company.* November 30, 1909. Refund of \$51.50 on two cars of iron pipe and fittings from Omaha, Nebr., to Fort Russell, Wyo., on account of excessive rate.

6626. *Helena Woodware Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* February 12, 1910. Refund of \$146.24 on two cars of wooden tubs from Helena, Ark., to Galveston, Tex., on account of excessive rate.

6627. *C. F. Witherspoon and Sons et al. v. Chicago, Rock Island and Pacific Railway Company et al.* July 25, 1910. Refund of \$219.10 on shipments of cotton from Hobart, Okla., etc., to Galveston, Tex., for export on account of excessive rate.

6638. *American Window Glass Company v. Norfolk and Western Railway Company.* February 28, 1910. Refund of \$21.60 on shipment of window glass from Belle Vernon, Pa., to Danville, Va., on account of excessive rate.

6639. *Pacific Creamery Company v. Santa Fe, Prescott and Phoenix Railway Company et al.* January 10, 1910. Refund of \$20.59 on shipment of canned milk from Creamery, Ariz., to Prescott, Ariz., on account of excessive rate.

6655. *Utah Junk Company v. San Pedro, Los Angeles and Salt Lake Railroad Company et al.* December 10, 1909. Refund of \$209.58 on shipment of junk from Goldfield, Nev., to Salt Lake City, Utah, on account of excessive rate.

6656. *M. C. Scagrave v. Atchison, Topeka and Santa Fe Railway Company.* November 30, 1909. Refund of \$64.50 and waive collection of \$3.35 undercharge on six cars of sand from Antioch, Cal., to Stockton, Cal., destined to Reno, Nev., on account of excessive rate.

6657. *H. P. Christ v. Chicago, Milwaukee and St. Paul Railway Company.* March 14, 1910. Refund of \$13.50 on shipment of cedar posts and poles from Pike Hill, Wis., to Stanberry, Mo., on account of excessive rate.

6662. *The Ohio Cereal Company v. Cincinnati and Muskingum Valley Railroad Company.* February 12, 1910. Refund of \$8 on shipment of corn and chops from Circleville, Ohio, to Page, W. Va., on account of excessive rate.

6664. *American Tobacco Company v. Chicago and North Western Railway Company.* June 25, 1910. Refund of \$26.16 on four cars of tobacco from Deerfield and Cottage Grove, Wis., to Louisville, Ky., on account of excessive rate.

6667. *Joseph Brakeley, Incorporated, v. Pennsylvania Railroad Company et al.* December 9, 1909. Refund of \$6.06 on one car of canned tomatoes from Freehold, N. J., to Troy, N. Y., on account of excessive rate.

6677. *Cherokee Crescent Coal Company v. St. Joseph and Grand Island Railway Company.* December 3, 1909. Refund of \$9.49 on shipment of coal from Mineral, Kans., to Carleton, Nebr., on account of excessive rate.

6680. *Powers Mercantile Company v. Lake Shore and Michigan Southern Railway Company et al.* December 9, 1909. Refund of \$2.70 on shipment of empty trunks from Mishawaka, Ind., to Minneapolis, Ind., on account of excessive rate.

6685. *J. E. Baker v. Cumberland Valley Railroad Company et al.* June 15, 1910. Refund of \$196.56 and waive collection of 46 cents on shipments of fluxing stone from Bunker Hill, W. Va., to Piedmont, W. Va., on account of excessive rate.

6690. *Union Fence Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* April 16, 1910. Refund of \$4.88 on shipment of wire fence from De Kalb, Ill., to St. Martinsville, La., on account of excessive rate.

6699. *Harrison and Company and J. W. Holloway v. Missouri, Kansas and Texas Railway Company.* February 21, 1910. Refund of \$56.18 on one car of snapped corn from Wagoner, Okla., to Thomaston, Tex., on account of excessive rate.

6704. *Hofmann Brothers v. Grand Trunk Railway System et al.* June 1, 1910. Refund of \$8.25 on shipment of beans from Flint, Mich., to St. Louis, Mo., on account of excessive rate.

6712. *C. H. Wells v. Southern Pacific Company et al.* November 15, 1910. Refund of \$1,440.98 on shipment of asphaltum from Oil City, Cal., to El Paso, Tex., on account of excessive rate.

6713. *St. Louis Southwestern Railway Company v. Gulf, Colorado and Santa Fe Railway Company et al.* December 2, 1909. Refund of \$88.99 on one car of lumber from Best, Ark., to Roswell, N. Mex., on account of excessive rate.

6714. *Omaha Packing Company v. Atchison, Topeka and Santa Fe Railway Company et al.* December 15, 1909. Refund of \$230.22 on shipment of salt from Kingman, Kans., to South Omaha, Nebr., on account of excessive rate.

6716. *A. R. Flick Box Company v. Chicago Great Western Railroad Company et al.* March 31, 1910. Refund of \$90.20 on shipment of lumber from Duluth, Minn., to Dubuque, Iowa, on account of excessive rate.

6721. *Bisbee Commerical Company v. El Paso and Southwestern System et al.* January 20, 1910. Refund of \$38.11 on shipment of empty wine barrels from Bisbee, Ariz., to San Francisco, Cal., on account of excessive rate.

6725. *Wood-Curtis Company v. Southern Pacific Company et al.* December 23, 1909. Refund of \$223.87 on shipment of potatoes from Dayton and Wabuska, Nev., to Auburn and Grass Valley, Cal., on account of excessive rate.

6726. *E. T. Clymonts v. Southern Railway Company et al.* December 14, 1909. Refund of \$65.13 on shipment of watermelons from Kline, S. C., to Pittsburg, Pa., on account of excessive rate.

6736. *Shields-Morley Grocery Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* November 30, 1909. Refund of \$140.40 on shipment of canned tomatoes from Elsey and Hurley, Mo., to Colorado Springs, Colo., on account of excessive rate.

6737. *Du Pont Powder Company v. Philadelphia and Reading Railway Company et al.* January 31, 1910. Refund of \$215.92 on shipment of glycerin from Thompsons Point, N. J., to Brooklyn, N. Y., on account of excessive rate.

6741. *Pressed Steel Sanitary Manufacturing Company v. Michigan Central Railroad Company et al.* March 3, 1910. Refund of \$384 on shipment of bath tubs from Detroit, Mich., to North Pacific coast points on account of excessive rate.

6743. *Bisbee Commercial Company v. El Paso and Southwestern System.* August 11, 1910. Refund of \$102.52 on shipment of wine barrels from Bisbee, Ariz., to San Francisco, Cal., on account of excessive rate.

6746. *Iowa Soap Company v. Toledo, Peoria and Western Railway Company et al.* December 9, 1909. Refund of \$59.97 on shipment of silicate of soda from Grasselli, Ind., to Burlington, Iowa, on account of excessive rate.

6747. *Smith Brothers v. Southern Railway Company et al.* March 7, 1910. Refund of \$66 on shipment of canned goods from White Pine, Tenn., to Cincinnati, Ohio, on account of excessive rate.

6754. *B. F. Hoopes and Son v. Chicago, Burlington and Quincy Railroad Company et al.* September 21, 1910. Waive collection of \$95.04 on shipment of potatoes from Minatore, Nebr., to Bloomington, Ill., on account of excessive rate.

6764. *Northern California Lumber Company v. Southern Pacific Company.* January 8, 1910. Refund of \$19.69 and waive collection of \$630.08 on shipment of ties from Ashland, Oreg., to Hilt, Cal., on account of excessive rate.

6765. *Bettendorf Axle Company v. Chicago, Rock Island and Pacific Railway Company et al.* March 29, 1910. Refund of \$117.44 on shipment of bolsters from Davenport, Iowa, to Madison, Wis., on account of excessive rate.

6766. *Mutual Grain Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* April 12, 1910. Refund of \$4.84 on shipment of corn from Mahomet, Ill., to Salem, Ind., on account of excessive rate.

6782. *Hanlan Supply Company v. Atchison, Topeka and Santa Fe Railway Company.* December 29, 1909. Refund of \$1.67 on shipment of merchandise from Newton, Kans., to Las Animas, Colo., on account of excessive rate.

6783. *Hutchinson Mills Company v. Atchison, Topeka and Santa Fe Railway Company.* December 7, 1909. Refund of \$25.08 on shipment of grain products from Hutchinson, Kans., to Hoehnes, Colo., on account of excessive rate.

6786. *Marsh-Hathway Company v. Gulf and Ship Island Railroad Company et al.* April 23, 1910. Refund of \$6.48 on lumber from Bowie, Miss., to Chicago, Ill., on account of excessive rate.

6793. *S. Weber and Son v. Illinois Central Railroad Company et al.* March 19, 1910. Refund of \$23.33 on shipment of rags from New Orleans, La., to Otsego, Mich., on account of excessive rate.

6800. *J. B. Clow and Sons v. Pennsylvania Company et al.* November 23, 1910. Refund of \$6 on shipment of cast-iron pipe from Newcomerstown, Ohio, to Gladstone, Mich., on account of excessive rate.

6805. *Poorman Brothers v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company et al.* June 20, 1910. Refund of \$26.57 on shipment of rice from New Orleans, La., to Union, Ill., on account of excessive rate.

6808. *J. S. Brown and Brother Mercantile Company v. Chicago, Burlington and Quincy Railroad Company.* July 14, 1910. Refund of \$110.25 on shipment of canned corn from St. Paul, Nebr., to Sterling, Colo., on account of excessive rate.

6814. *Arkansas Cotton Oil Company v. Missouri Pacific Railway Company.* February 28, 1910. Refund of \$396.08 on shipment of cottonseed from Oakgrove, La., to Pine Bluff, Ark., on account of excessive rate.

6819. *United Iron Works Company v. Missouri, Kansas and Texas Railway Company et al.* December 9, 1909. Refund of \$51.62 on shipment of pig iron from Springfield, Mo., to Iola, Kans., on account of excessive rate.

6821. *New River Consolidated Coal and Coke Railway Company v. Virginian Railway Company.* December 2, 1909. Refund of \$338.81 on shipment of coal from Slab Fork, W. Va., to Sewalls Point, Va., on account of excessive rate.

6822. *Samuel Hardin Grain Company v. Missouri, Kansas and Texas Railway Company.* December 6, 1909. Refund of \$15.30 on shipment of corn from Kansas City, Mo., to Paris, Mo., on account of excessive rate.

6823. *A. Kaplan v. Louisiana Western Railroad Company et al.* December 3, 1909. Refund of \$105.53 on account of cottonseed hulls from Houston, Tex., to Estherwood, La., on account of excessive rate.

6828. *Grasselli Chemical Company v. Chicago, Rock Island and Pacific Railway Company.* September 27, 1910. Refund of \$21.94 on shipment of sulphide ore from Barnett, Mo., to Cleveland, Ohio, on account of excessive rate.

6831. *American Sash and Door Company v. St. Louis, Rocky Mountain and Pacific Railway Company et al.* January 15, 1910. Refund of \$40.80 on shipment of sash, doors, etc., from Kansas City, Mo., to Raton, N. Mex., on account of excessive rate.

6835. *Norcross Brownstone Company v. New York, New Haven and Hartford Railroad Company et al.* December 28, 1910. Refund of \$27.81 on shipment of rough brownstone from East Longmeadow, Mass., to Baltimore, Md., on account of excessive rate.

6836. *Upham and Agler v. Chicago, Burlington and Quincy Railroad Company et al.* January 20, 1910. Refund of \$10.59 on shipment of lumber from Ammons, Miss., to Burlington, Iowa, on account of excessive rate.

6841. *C. H. Wells v. Southern Pacific Company et al.* March 12, 1910. Refund of \$46.68 and waive collection of \$93.35 on shipment of asphaltum from Hazelton, Cal., to El Paso, Tex., on account of excessive rate.

6843. *Austin Powder Company v. Wheeling and Lake Erie Railroad Company.* May 9, 1910. Refund of \$9.18 on shipment of powder from Falls Junction, Ohio, to New Cumberland, W. Va., on account of excessive rate.

6844. *Seattle Brewing and Malt Company v. Southern Pacific Company.* January 20, 1910. Refund of \$71.35 on shipment of beer kegs from Marysville, Cal., to Seattle, Wash., on account of excessive rate.

6854. *Arizona Copper Company v. Southern Pacific Company et al.* January 14, 1910. Refund of \$298.80 on shipment of car wheels from Wilmington, Del., to Clifton, Ariz., on account of excessive rate.

6855. *J. G. Cherry Company v. Chicago and North Western Railway Company.* January 8, 1910. Refund of \$7.52 on shipment of egg-case fillers from Peoria, Ill., to Sioux City, Iowa, on account of excessive rate.

6857. *Kimberly-Clark Company v. Chicago and North Western Railway Company.* March 25, 1910. Refund of \$53.82 on shipment of news print paper from Quinnesec, Mich., to Marinette, Wis., on account of excessive rate.

6861. *Isaac Weil and Son v. Rock Island Lines et al.* October 14, 1910. Refund of \$14.51 on shipment of hides from Peoria, Ill., to Kenosha, Wis., on account of excessive rate.

6863. *F. B. Braun et al. v. Southern Pacific Company et al.* October 29, 1910. Waive collection of \$603.67 on various shipments from various California points to various points in Colorado, on account of excessive rate.

6864. *Shattuck-George Iron Company v. Atchison, Topeka and Santa Fe Railway Company.* January 20, 1910. Refund of \$2.56 on iron and steel from Wichita, Kans., to La Junta, Colo., on account of excessive rate.

6867. *Alabama and Georgia Iron Company v. Atlanta and Birmingham Air Line Railway Company.* March 7, 1910. Refund of \$38.94 on shipment of pig iron from Cedartown, Ga., to Hyde Park, Pa., on account of excessive rate.

6871. *American Sheet and Tin Plate Company v. Baltimore and Ohio Railroad Company et al.* December 29, 1909. Refund of \$2.02 on shipment of roofing iron from Canal Dover, Ohio, to Quincy, Ill., on account of excessive rate.

6873. *H. W. Carr Company v. Chicago, Indiana and Southern Railroad Company.* March 10, 1910. Refund of \$11.41 on shipment of corn from Bradley, Ill., to Harrisville, Mich., on account of excessive rate.

6875. *Gernert Brothers Lumber Company v. Illinois Central Railroad Company et al.* June 22, 1910. Refund of \$49.60 on shipment of lumber from Brilliant, Ala., to Louisville, Ky., on account of excessive rate.

6880. *National Car Wheel Company v. Baltimore and Ohio Railroad Company.* December 14, 1909. Waive collection of \$228.98 on shipment of limestone from Martinsburg, W. Va., to West Homestead, Pa., on account of excessive rate.

6885. *Smith Agricultural Chemical Company v. Northern Central Railroad Company et al.* February 15, 1910. Refund of \$682.30 on imported iron pyrites from Baltimore, Md., to Columbus, Ohio, on account of excessive rate.

6888. *Smith Agricultural Chemical Company v. Baltimore and Ohio Railroad Company.* January 31, 1910. Supplementary order to refund \$58.66 as additional reparation on shipment of imported iron pyrites from Baltimore, Md., to Columbus, Ohio, on account of excessive rate.

6891. *Illinois Glass Company v. Illinois Terminal Railroad Company et al.* July 26, 1910. Refund of \$30 on shipment of bottles from St. Louis, Mo., to Sapulpa, Okla., on account of excessive rate.

6894. *Reeves and Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* March 14, 1910. Refund of \$21.01 on shipment of traction engines from Columbus, Ind., to Madison, Wis., on account of excessive rate.

6895. *Bell-Coggeshall Box Company v. Southern Railway Company et al.* May 16, 1910. Refund of \$19.89 on shipment of empty boxes from Louisville, Ky., to Lynchburg, Va., on account of excessive rate.

6898. *Worcester Lumber Company, Limited v. Duluth, South Shore and Atlantic Railway Company.* April 5, 1910. Refund of \$6.90 on shipment of logs from Raymond, Mich., to Superior, Wis., on account of excessive rate.

6903. *Hugo Forchheimer v. Rock Island Lines.* July 30, 1910. Refund of \$34.12 on shipment of lumber from Crow Creek, Ark., to New Orleans, La., on account of excessive rate.

6904. *Chicago Mill and Lumber Company v. Rock Island Lines.* March 28, 1910. Waive collection of \$649.05 on shipment of lumber from Crow Creek, Ark., to Cairo, Ill., on account of excessive rate.

6910. *Federal Milling Company v. New York Central and Hudson River Railroad Company et al.* December 14, 1909. Refund of \$72 on shipment of wheat from New York, N. Y., to Buffalo, N. Y., on account of excessive rate.

6916. *Waukesha Arcadian Company v. Wisconsin Central Railway Company.* February 14, 1910. Refund of \$54.40 on shipment of ginger ale from Waukesha, Wis., to Hutchinson, Kans., on account of excessive rate.

6918. *Harris and Cole Brothers v. Southern Railway Company et al.* March 7, 1910. Refund of \$245.11 on rough lumber from Southern points to Metropolis, Ill., on account of excessive rate.

6919. *Elastic Plaster Company v. Wabash Railroad Company.* March 25, 1910. Refund of \$49.50 on shipment of stucco from Grandville, Mich., to New Haven, Ind., on account of excessive rate.

6923. *American Milling Company v. Louisville, Henderson and St. Louis Screening Company et al.* July 22, 1910. Refund of \$6.47 on shipment of screenings from St. Paul, Minn., to Owensboro, Ky., on account of excessive rate.

6924. *The Texas Company v. Texarkana and Fort Smith Railway Company et al.* June 23, 1910. Refund of \$346.72 on oil, etc., from Port Arthur, Tex., to New Iberia, Welch, and Jennings, La., on account of excessive rate.

6927. *Charles Zriger v. Southern Pacific Company et al.* January 11, 1910. Refund of \$26.40 on shipment of wine from La Manda Park, Cal., to El Paso, Tex., on account of excessive rate.

6937. *Hunt and Roberts v. Oregon Railroad and Navigation Company.* November 30, 1909. Refund of \$71.49 on shipment of hay from Nyssa, Oreg., to The Dalles, Oreg., on account of excessive rate.

6946. *Gould Elevator Company v. Chicago, Burlington and Quincy Railroad Company.* March 12, 1910. Refund of \$16.80 on shipments of grain from Minneapolis, Minn., to St. Louis, East Joliet, and Chicago, Ill., on account of nonallowance for grain doors.

6947. *A. M. Nichols Supply Company v. Chicago, Burlington and Quincy Railroad Company.* December 13, 1909. Refund of 63 cents on shipment of groceries from Chicago, Ill., to Newcastle, Wyo., on account of excessive rate.

6950. *Charles S. Wentworth and Company v. Maine Central Railroad Company.* February 17, 1910. Refund of \$4.60 on shipment of laths from Goochs, Me., to Harrisburg, Pa., on account of excessive rate.

6952. *H. F. Watson Company v. Northern Central Railway Company et al.* February 15, 1910. Refund of \$69.52 on shipment of coal tar from Canandaigua, N. Y., to Erie, Pa., on account of excessive rate.

6955. *Hartman Furniture Company v. Minneapolis and St. Louis Railroad Company et al.* February 15, 1910. Refund of \$35.55 on shipment of furniture from Bloomington, Ind., to Minneapolis, Minn., on account of excessive rate.

6956. *Rankin Brothers v. Chicago, Burlington and Quincy Railroad Company.* December 2, 1909. Refund of \$18.10 and waive collection of \$18.08 undercharge on corn from Giltner, Nebr., to Wray, Colo., on account of excessive rate.

6959. *S. A. Withers v. Yazoo and Mississippi Valley Railroad Company et al.* January 15, 1910. Refund of \$17.52 on shipment of shingles from Lake Cormorant, Miss., to Como, Miss., on account of excessive rate.

6962. *Eastern and Western Lumber Company v. Oregon Railroad and Navigation Company.* January 15, 1910. Refund of \$24.40 on shipment of lumber from Portland, Oreg., to various points, on account of larger car being furnished than ordered.

6967. *Pennsylvania Coal and Supply Company v. Chicago, Milwaukee and St. Paul Railway Company.* March 18, 1910. Refund of \$104.81 on shipment of brick from Portsmouth, Ohio, to Watertown, Wis., on account of excessive rate.

6968. *United States Gypsum Company v. Chicago and North Western Railway Company et al.* December 6, 1909. Refund of \$20 on shipment of plaster from Fort Dodge, Iowa, to Greenville, Wis., on account of excessive rate.

6969. *National Brick Company v. Grand Trunk Railway System.* February 18, 1910. Refund of \$546 on shipment of brick from Maynard, Ind., to Battle Creek, Mich., on account of excessive rate.

6974. *Duluth Log Company v. Minnesota and International Railway Company et al.* March 28, 1910. Refund of \$9.45 on shipment of poles from Duluth Spur, Minn., to Sedalia, Mo., on account of larger car being furnished than ordered.

6978. *Val Baltz Brewing Company v. Atchison, Topeka and Santa Fe Railway Company.* December 22, 1909. Refund of \$90 on two cars of beer from Milwaukee, Wis., to La Junta, Colo., on account of excessive rate.

6981. *McCloud River Lumber Company v. Wells Fargo and Company.* April 19, 1910. Refund of \$150 on two cars of horses from Ogden, Utah, to McCloud, Cal., on account of excessive rate.

6985. *Wittenberg Warehouse and Transfer Company v. Atchison, Topeka and Santa Fe Railway Company et al.* June 18, 1910. Refund of \$90 on shipment of bottled beer and advertising matter from St. Louis, Mo., to Tonopah, Nev., on account of excessive rate.

6990. *Ball Brothers Glass Manufacturing Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.* December 21, 1909. Refund of \$20.52 on one car of ground limestone from Piqua, Ohio, to Muncie, Ind., on account of excessive rate.

6998. *Beveridge Paper Company v. Cincinnati, Hamilton and Dayton Railroad Company et al.* October 11, 1910. Refund of \$410.83 on 48 cars of pulp-board from Indianapolis, Ind., to Chicago, Ill., Milwaukee, Wis., and St. Louis, Mo., on account of excessive rate.

7000. *American Sugar Refining Company et al. v. New York Central and Hudson River Railroad Company.* December 7, 1909. Refund of \$253.91 on various shipments of sugar from Jersey City, N. J., to Chicago, Ill., on account of excessive rate.

7004. *D. J. Toomey v. Chicago, Burlington and Quincy Railroad Company.* February 19, 1910. Refund of \$97.49 on shipment of hayrakes and stackers from Superior, Nebr., to Spearfish, S. Dak., on account of excessive rate.

7010. *Northern Mercantile Company v. Oregon Short Line Railroad Company et al.* January 20, 1910. Refund of \$29.23 on shipment of cedar poles from North Spur, Idaho, to Smithfield, Utah, on account of excessive rate.

7011. *Spaulding Canning Company v. Central of Georgia Railway Company et al.* December 2, 1909. Refund of \$26.88 on shipment of canned peaches from Griffin, Ga., to Jacksonville, Fla., on account of excessive rate.

7019. *L. B. Guill v. Southern Pacific Company.* November 30, 1909. Refund of \$24.53 on shipment of vetches and peas from Portland, Oreg., to Chico, Cal., on account of excessive rate.

7021. *Virginia Mills v. Norfolk and Southern Railway Company et al.* January 4, 1910. Refund of \$2 on shipment of hominy from Suffolk, Va., to Halls Harbor, N. C., on account of excessive rate.

7028. *American Sheet and Tin Plate Company v. Baltimore and Ohio Railroad Company et al.* November 3, 1910. Refund of \$82.33 on shipment of iron roofing from Canal Dover, Ohio, to Opelousas, La., on account of excessive rate.

7029. *Ryan and Newton Company, agents California Fruit Growers' Exchange, v. Northern Pacific Railway Company et al.* January 11, 1910. Refund of \$56.07 on two cars of oranges and lemons from Redlands, Cal., to Lewiston, Idaho, on account of excessive rate.

7035. *Interstate Phosphate Company v. Nashville, Chattanooga and St. Louis Railway.* December 18, 1909. Refund of \$194.51 on shipment of graphite from Bolton, Ga., to Nashville, Tenn., on account of excessive rate.

7040. *Bonner Oil Company v. Louisiana and Arkansas Railway Company.* December 7, 1909. Refund of \$137.70 on shipment of oil from Cleveland, Ohio, to Alexandria, La., on account of excessive rate.

7042. *Bonner Oil Company v. Louisiana and Arkansas Railway Company.* February 28, 1910. Refund of \$132.60 on shipment of oil from Cleveland, Ohio, to Alexandria, La., on account of excessive rate.

7044. *Lackawanna Iron and Steel Company v. Central Railroad Company of New Jersey.* September 21, 1910. Refund of \$112.49 on 92 cars of iron ore from Port Henry, N. Y., to Lebanon, Pa., on account of excessive weight.

7047. *Keystone Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* December 17, 1909. Refund of \$22.50 on shipment of flour and feed from Larned, Kans., to Hartman, Colo., on account of excessive rate.

7048. *Smith, Newton and Company v. Chicago, Burlington and Quincy Railroad Company.* December 13, 1909. Refund of \$63 on shipment of flour and meal from Schuyler, Nebr., to Merino, Colo., on account of excessive rate.

7051. *W. E. Kelley and Company v. Northern Pacific Railway Company et al.* November 22, 1910. Refund of \$28.10 on one car of lumber from Hayes Spur, Mont., to Waterbury, Conn., on account of excessive rate.

7055. *Frank Millard and Company v. Chicago, Burlington and Quincy Railroad Company.* December 29, 1909. Refund of \$26 on 13 cars of coal from Cuba, Ill., to Burlington, Iowa, on account of excessive rate.

7063. *Samuel Cupples Woodware Company v. Chicago and North Western Railway Company et al.* December 29, 1909. Refund of \$40.80 on shipment of butter dishes and clothespins from Escanaba, Mich., to Boonville, Mo., on account of excessive rate.

7068. *J. H. and J. Koch v. Bessemer and Lake Erie Railroad Company et al.* August 27, 1910. Refund of \$20.68 on one car of wheat from Isle, Pa., to Lynchburg, Va., on account of excessive rate.

7069. *Plank and Gray v. Bessemer and Lake Erie Railroad Company et al.* July 5, 1910. Refund of \$29.19 on one car of wheat from Princeton, Pa., to Harrisonburg, Va., on account of excessive rate.

7081. *Bartling Grain Company v. Missouri Pacific Railway Company.* January 28, 1910. Refund of \$6 on three cars of grain from Paul, Nebr., to various points, on account of nonallowance for grain doors.

7082. *Larabee Flour Mills Company v. Atchison, Topeka and Santa Fe Railway Company.* December 27, 1909. Refund of \$25.19 on shipment of flour, meal, etc., from Stafford, Kans., to Rocky Ford, Colo., on account of excessive rate.

7095. *Wm. Kelly Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* March 7, 1910. Refund of \$49.04 and waive collection of \$11.81 on shipment of flour and meal from Hutchinson, Kans., to Rocky Ford, Colo., on account of excessive rate.

7103. *Moses Brothers Mill and Elevator Company v. Atchison, Topeka and Santa Fe Railway Company.* September 22, 1910. Refund of \$33.14 on shipment of flour from Great Bend, Kans., to Rocky Ford, Colo., on account of excessive rate.

7106. *Burke Tanning Company v. Southern Railway Company et al.* June 18, 1910. Refund of \$24.03 on shipments of leather from Morgantown, N. C., to Landingville, Pa., on account of excessive rate.

7110. *Wootton Land and Fuel Company v. Atchison, Topeka and Santa Fe Railway Company.* December 18, 1909. Refund of \$59.18 on shipment of sand from Raton, N. Mex., to Wootton, Colo., on account of excessive rate.

7117. *Oakland Meat and Packing Company v. Southern Pacific Company.* February 8, 1910. Refund of \$603.70 on two shipments of cattle from Wabuska, Nev., to Stockyards, Cal., on account of excessive rate.

7125. *American Live Stock and Loan Company v. Atchison, Topeka and Santa Fe Railway Company et al.* June 23, 1910. Refund of \$681.86 on 17 cars of cattle from Engle, N. Mex., to Craig and Townsend, Mont., on account of excessive rate.

7127. *Hugh Baker et al. v. Chicago, Burlington and Quincy Railroad Company.* March 22, 1910. Refund of \$1,504.85 on shipments of corn from various points to various points, on account of excessive rate.

7128. *John Gund Brewing Company v. Chicago, Burlington and Quincy Railroad Company et al.* September 21, 1910. Waive collection of \$266.32 on shipments of beer from La Crosse, Wis., to Moorhead, Minn., on account of excessive rate.

7131. *J. W. Farrior and Company v. Georgia and Florida Railway Company.* February 28, 1910. Refund of \$8.50 on one car of lumber from Broxton, Ga., to Huntsville, Ala., on account of excessive rate.

7132. *Summers-Parrott Hardware Company v. Virginia and Southwestern Railway Company et al.* December 17, 1909. Refund of \$3.90 on shipment of dynamite from Bristol, Va., to Johnson City, Tenn., on account of excessive rate.

7138. *B. H. Howell, Sons and Company v. New York Central and Hudson River Railroad Company et al.* May 2, 1910. Refund of \$130.28 on three cars of sugar from Yonkers, N. Y., to La Crosse, Wis., on account of excessive rate.

7161. *Crookston Lumber Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 13, 1910. Refund of \$9.59 on shipment of lumber from Bemidji, Minn., to South Bend, Ind., on account of excessive rate.

7168. *San Francisco Sulphur Company v. Atchison, Topeka and Santa Fe Railway Company.* February 12, 1910. Refund of \$100 on one car of sulphur from San Francisco, Cal., to El Paso, Tex., on account of excessive rate.

7169. *M. Ainsa and Sons v. Atchison, Topeka and Santa Fe Railway Company.* January 26, 1910. Refund of \$40.30 on one car of beans from Stockton, Cal., to El Paso, Tex., on account of excessive rate.

7171. *Osborne and Sexton Machinery Company v. Western Maryland Railroad Company et al.* April 8, 1910. Refund of \$3.75 on shipment of machinery from Elkins, W. Va., to Columbus, Ohio, on account of excessive rate.

7176. *Schultz-Hansen Company v. Atchison, Topeka and Santa Fe Railway Company.* January 19, 1910. Refund of \$40.40 on one car of beans from San Francisco, Cal., to Phoenix, Ariz., on account of excessive rate.

7178. *Illinois Glass Company v. Illinois Terminal Railroad Company et al.* December 18, 1909. Refund of \$3.32 on shipment of bottles from Alton, Ill., to Chickasha, Okla., on account of excessive rate.

7179. *Baker and Hamilton v. Atchison, Topeka and Santa Fe Railway Company.* March 22, 1910. Refund of \$113.38 on two shipments of spraying machines from Kansas City, Mo., to San Francisco, Cal., on account of excessive rate.

7184. *Wm. C. Niblack, receiver, Dering Coal Company, v. Chicago and Eastern Illinois Railroad Company.* December 21, 1909. Refund of \$76.72 on two cars of gravel from Wayne Pit, Ind., to Chicago, Ill., on account of excessive rate.

7189. *S. Zorn and Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* January 26, 1910. Refund of \$2.04 on shipment of oats from Downs, Ill., to Louisville, Ky., on account of excessive minimum weight.

7190. *Farr Produce Company v. Chicago, Burlington and Quincy Railroad Company.* December 2, 1909. Refund of \$15.35 and waive collection of \$30.70 undercharge on shipment of potatoes from Grover, Colo., to Pittsburg, Kans., on account of excessive rate.

7195. *S. H. Frank and Company v. Northern Pacific Railway Company et al.* January 20, 1910. Refund of \$48.01 on three shipments of harness leather from San Francisco, Cal., to Miles City, Mont., on account of excessive rate.

7200. *Southern Cypress Manufacturers Association v. Morgan's Louisiana and Texas Railroad and Steamship Company.* February 28, 1910. Refund of \$6.84 on one car of lumber from Jeanerette, La., to Hornell, N. Y., on account of excessive rate.

7213. *Utah and Oregon Lumber Company v. Oregon Railroad and Navigation Company et al.* December 14, 1909. Refund of \$14.70 on shipment of lumber from Baker City, Oreg., to Ogden, Utah, on account of excessive rate.

7215. *Adams, Payne and Gleaves v. Norfolk and Western Railway Company.* November 30, 1909. Refund of \$306 on three shipments of brick from Roanoke, Va., to Johnson City, Tenn., on account of excessive rate.

7217. *Interior Elevator Company v. Chicago, Rock Island and Pacific Railway Company.* January 26, 1910. Refund of \$11.44 on 10 cars of oats from Minneapolis, Minn., to Cedar Rapids, Iowa, on account of nonallowance for grain doors.

7222. *H. W. Rogers and Brother v. Chicago, Rock Island and Pacific Railway Company.* January 18, 1910. Refund of \$5.21 on one car of oats and one car of barley from Vinton, Iowa, to Louisville, Ky., on account of excessive minimum.

7231. *Empire Rolling Mill Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* January 11, 1910. Refund of \$34.90 on shipment of scrap iron from Litchfield, Ill., to Newburg, Ohio, on account of excessive rate.

7233. *Vogeler Seed and Produce Company v. Chicago, Burlington and Quincy Railroad Company.* January 31, 1910. Refund of \$123.38 on five cars of barley from Waitsburg, Wash., and Milton, Oreg., to Chicago, Ill., on account of excessive rate.

7235. *Burton Veneer Company v. Atlantic Coast Line Railroad Company.* February 23, 1910. Refund of \$88.40 on shipment of box material from Montgomery, Ala., to Camilla, Ga., on account of excessive rate.

7236. *W. A. Maloney and Son v. Norfolk and Western Railway Company et al.* November 30, 1909. Refund of \$42.04 and waive collection of \$6.01 undercharge on shipment of wheat from Greencastle, Pa., to Telford, Tenn., on account of excessive rate.

7241. *Greenville Gravel Company v. Cincinnati Northern Railway Company et al.* October 25, 1910. Refund of \$38.25 on lumber from Greenville, Ohio, to Minneapolis, Minn., on account of excessive rate.

7242. *Cadillac Motor Car Company v. Lake Shore and Michigan Southern Railway Company et al.* February 3, 1910. Refund of \$49.01 on shipment of automobiles from Detroit, Mich., to Dallas, Tex., on account of excessive rate.

7253. *E. Reznick v. Louisiana and North West Railroad Company.* October 15, 1910. Refund of \$125 on one car of scrap iron from Magnolia, Ark., to East St. Louis, Ill., on account of misrouting.

7259. *J. H. Rucker v. Southern Express Company.* March 3, 1910. Refund of \$8.60 on three shipments of peaches from Pearl, Ga., to Richmond, Va., on account of excessive rate.

7262. *Thomas and Proetz Lumber Company v. Northern Pacific Railway Company et al.* September 24, 1910. Refund of \$17.64 on one car of lumber from St. Louis, Mo., to Regina, Saskatchewan, on account of excessive rate.

7264. *E. Swanson v. Great Northern Railway Company.* December 18, 1909. Waive collection of \$40 undercharge on emigrant movables from Bellingham, Minn., to Mohall, N. Dak., on account of excessive rate.

7266. *West Point Manufacturing Company v. Colorado and Southern Railway Company et al.* December 18, 1909. Refund of \$54.11 on shipment of duck from Langdale, Ala., to Fort Collins, Colo., on account of excessive rate.

7271. *California Winery v. Southern Pacific Company et al.* October 14, 1910. Refund of \$334.65 on one car of wine and brandy from Sacramento, Cal., to Sunnyside, Utah, on account of excessive rate.

7272. *Lilly Coal Company v. Atchison, Topeka and Santa Fe Railway Company et al.* March 22, 1910. Refund of \$109.13 on one car of blacksmith coal from Lilly, Pa., to Las Cruces, N. Mex., on account of excessive rate.

7275. *F. S. Harman and Company v. Oregon Railroad and Navigation Company et al.* February 21, 1910. Refund of \$132.30 on shipment of book cases from Grand Rapids, Mich., to Portland, Oreg., on account of excessive rate.

7276. *Cloquet Lumber Company v. Chicago and North Western Railway Company.* February 15, 1910. Refund of \$271.96 on shipments of lumber from Cloquet, Minn., to Mayfair Station, Chicago, Ill., on account of excessive rate.

7277. *Cloquet Lumber Company v. Chicago and North Western Railway Company.* January 12, 1910. Refund of \$6.16 on one car of lumber from Cloquet, Minn., to Oshkosh, Wis., on account of excessive rate.

7278. *C. C. Hall Grain Company v. Chicago, Rock Island and Pacific Railway Company et al.* February 21, 1910. Refund of \$19.84 on shipment of snapped corn from Gibbons Spur, Okla., to Riverside, Ark., on account of excessive rate.

7279. *Minneapolis Gas Light Company v. Minneapolis and St. Louis Railroad Company et al.* March 25, 1910. Refund of \$97.88 and waive collection of \$28.12 on two shipments of ammoniacal liquor from Minneapolis, Minn., to Detroit, Mich., on account of excessive rate.

7280. *J. G. Leavell Company v. Texas and New Orleans Railroad Company et al.* December 18, 1909. Refund of \$46.33 on one car of molasses from Lafayette, La., to Houston, Tex., on account of excessive rate.

7284. *M. Harold Taylor v. Baltimore and Ohio Railroad Company et al.* April 28, 1910. Refund of \$47.20 on shipment of lime from Hyndman, Pa., to Bretz, W. Va., on account of excessive rate.

7285. *Merchon, Eddy, Parker Company v. Michigan Central Railroad Company et al.* January 20, 1910. Refund of \$10.37 on shipment of lath from Waters, Mich., to Jeromeville, Ohio, on account of excessive rate.

7291. *Pulaski Gas Light Company v. Texarkana and Fort Smith Railway Company.* February 9, 1910. Refund of \$1,008.23 on five cars of fuel oil from Oil City, La., to Little Rock, Ark., on account of excessive rate.

7292. *Wm. R. Kemp v. Michigan Central Railroad Company et al.* January 15, 1910. Refund of \$48.85 on two shipments of coal from Black Rock, N. Y., to St. Clair Springs, Mich., on account of excessive rate.

7294. *Bonner Oil Company v. Louisiana and Arkansas Railway Company.* December 11, 1909. Refund of \$77.76 on shipment of oil from Findlay, Ohio, to Alexandria, La., on account of excessive rate.

7295. *Bonner Oil Company v. Louisiana and Arkansas Railway Company.* February 10, 1910. Refund of \$112.70 on shipment of oil from Findlay, Ohio, to Alexandria, La., on account of excessive rate.

7300. *T. S. Cooley's Sons v. Nashville, Chattanooga and St. Louis Railway Company et al.* December 9, 1910. Refund of \$26.67 on shipment of lumber from Aycock, Fla., to Hohenwald, Tenn., on account of excessive rate.

7301. *The Middleburg Stone Company v. Baltimore and Ohio Railroad Company et al.* February 21, 1910. Refund of \$30.04 on car of grindstones from Berea, Ohio, to Beaver Falls, Pa., on account of excessive rate.

7302. *Day-Luellwitz Lumber Company v. Idaho and Washington Railroad Company.* February 5, 1910. Refund of \$45.75 on shipments of lumber from Fish Lake, Idaho, to various points, on account of excessive rate.

7307. *Little Lumber Company v. Chicago, Burlington and Quincy Railroad Company.* February 17, 1910. Waive collection of \$72.90 on shipment of lumber from Coeur d'Alene, Idaho, to Lyons, Nebr., on account of excessive minimum.

7309. *Buck and Snodgrass Lumber Company v. Carolina, Clinchfield and Ohio Railway Company et al.* April 4, 1910. Refund of \$17.16 on shipment of lumber from Fort Blackmore, Va., to Cincinnati, Ohio, on account of excessive rate.

7317. *H. J. Harvey v. Southern Pacific Company.* December 7, 1909. Waive collection of \$164.76 undercharge on two cars of ice from Iceland, Cal., to Battle Mountain, Nev., on account of excessive rate.

7318. *W. H. Blodget Company v. New York, New Haven and Hartford Railroad Company et al.* April 16, 1910. Waive collection of \$24 on shipment of berries from Hammonton, N. J., to Worcester, Mass., on account of excessive rate.

7319. *The Albert Dickinson Company v. Lake Shore and Michigan Southern Railway Company.* March 28, 1910. Refund of \$17.02 on two cars of grass seed from Chicago, Ill., to St. Johns, New Brunswick, on account of excessive rate.

7320. *Leland G. Banning v. New Orleans, Mobile and Chicago Railroad Company et al.* September 28, 1910. Refund of \$61.47 on shipments of lumber from New Houlika and Schooner, Miss., to Cincinnati, Ohio, on account of excessive rate.

7327. *The Frank Lynch Company v. Northern Pacific Railway Company et al.* January 5, 1910. Refund of \$14.84 on agricultural implements from Ottumwa, Iowa, to Fargo, N. Dak., on account of excessive rate.

7328. *Washburn-Crosby Company v. Northern Pacific Railway Company.* December 9, 1909. Refund of \$15.07 on shipment of flour from Minneapolis, Minn., to Miles City, Mont., on account of excessive rate.

7330. *Henry J. Arnold v. Atchison, Topeka and Santa Fe Railway Company.* December 21, 1909. Refund of \$49.43 on shipment of flour and feed from Sterling, Kans., to La Junta, Colo., on account of excessive rate.

7332. *Cleveland-Trinidad Paving Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* December 9, 1909. Refund of \$12 on one car of mixed concrete from Little Rock, Ark., to Muskogee, Okla., on account of excessive rate.

7334. *St. Louis Smelting and Refining Company v. Missouri Pacific Railway Company et al.* January 4, 1910. Refund of \$20.70 on one car of spelter from Neodesha, Kans., to Collinsville, Ill., on account of excessive rate.

7335. *G. D. Milligan Grocery Company v. Missouri Pacific Railway Company.* March 18, 1910. Waive collection of \$10 on 13 cars at Springfield, Mo., on account of nonabsorption of switching charges.

7337. *Carsten's Packing Company v. Great Northern Railway Company et al.* October 8, 1910. Refund of \$838.37 on shipment of oleo stock from Tacoma, Wash., to Rotterdam, Holland, on account of excessive rate.

7338. *Baker and Hamilton v. Atchison, Topeka and Santa Fe Railway Company et al.* August 26, 1910. Refund of \$33 on shipment of lantern globes and chimneys from Hartford City, Ind., to San Francisco, Cal., on account of excessive rate.

7341. *Woodward and Lothrop v. Southern Railway Company.* December 15, 1909. Refund of \$4.88 on shipment of woolen blankets from Elkins, N. C., to Washington, D. C., on account of excessive rate.

7342. *S. A. Foster Lumber Company v. Chicago, Burlington and Quincy Railroad Company et al.* December 2, 1909. Waive collection of \$11.70 undercharge on shipment of lumber from Wrencoee, Idaho, to Arcadia, Nebr., on account of excessive minimum.

7348. *Carnegie Steel Company v. Bessemer and Lake Erie Railroad Company et al.* December 6, 1909. Refund of \$32.76 on three cars of rivet rods from Cochran, Pa., to Port Chester, N. Y., on account of excessive rate.

7349. *Plank and Gray v. Bessemer and Lake Erie Railroad Company.* August 2, 1910. Refund of \$22.32 on one car of wheat from Grove City, Pa., to Buena Vista, Va., on account of excessive rate.

7351. *C. S. Morey Mercantile Company v. Southern Pacific Company.—Lines in Oregon et al.* December 23, 1909. Refund of \$145.25 on shipment of condensed milk from Forest Grove, Oreg., to Grand Junction, Colo., on account of excessive rate.

7354. *Wheeler-Holden Company v. Louisville and Nashville Railroad Company.* March 7, 1910. Refund of \$32.27 on four cars of cross-ties from Myers, Ky., to Cincinnati, Ohio, on account of excessive rate.

7355. *Sterling Salt Company v. Pennsylvania Railroad Company.* February 17, 1910. Refund of \$65.10 on one car of salt from Cuylerville, N. Y., to Danville, Ky., on account of excessive rate.

7374. *Jackson Hardware Company v. Minneapolis and St. Louis Railroad Company et al.* June 18, 1910. Refund of \$29.70 on shipment of agricultural implements from Fort Madison, Iowa, to Aberdeen, S. Dak., on account of excessive rate.

7380. *B. S. Dockstader v. Missouri Pacific Railway Company.* February 12, 1910. Refund of \$13.20 for grain doors furnished at Osborne, Kans., during August, 1908.

7381. *Western Rock Salt Company v. Missouri Pacific Railway Company.* December 13, 1909. Refund of \$12 on one car of salt from Kanapolis, Kans., to Durango, Colo., on account of excessive minimum.

7391. *Standard Oil Company v. Missouri Pacific Railway Company.* December 21, 1909. Refund of \$58.01 on one car of fuel oil from Neodesha, Kans., to Duenweg, Mo., on account of excessive rate.

7394. *Albers Brothers Milling Company v. Great Northern Railway Company.* June 4, 1910. Refund of \$264.30 on two cars of barley and one car of rye from Kalispell, Mont., to Seattle, Wash., on account of excessive rate.

7396. *Richardson Furniture Company v. Baltimore and Ohio Railroad Company.* January 18, 1910. Refund of \$86.88 on shipment of seven cars of lumber from Swanton, Md., to Keyser, W. Va., on account of excessive rate.

7401. *Jenner-Quemahoning Coal Company v. Baltimore and Ohio Railroad Company.* December 22, 1909. Refund of \$18.49 on four cars of coal from Adams and Blough, Pa., to Shelby, Ohio, on account of excessive rate.

7438. *Henry Schroeder v. Chicago, Burlington and Quincy Railroad Company et al.* January 13, 1910. Refund of \$82.50 on five cars of potatoes from Watts, Minn., to Kansas City, Mo., on account of excessive rate.

7439. *J. C. Hubinger Brothers Company v. Chicago, Burlington and Quincy Railroad Company.* March 7, 1910. Refund of \$52.38 on shipment of corn glucose from Keokuk, Iowa, to Louisville, Ky., on account of excessive rate.

7450. *Mosher and Parker v. Union Pacific Railroad Company.* March 4, 1910. Refund of \$16.50 on one car of potatoes from Auburn, Colo., to Fort Worth, Tex., on account of excessive rate.

7453. *H. W. and W. E. Meek Company v. Wells Fargo and Company.* December 6, 1909. Refund of \$270.40 on four cars of asparagus from Antioch, Cal., to New York, N. Y., and Chicago, Ill., on account of excessive rate.

7455. *Jewell Motor Car Company v. Wells Fargo and Company.* March 12, 1910. Refund of \$699.60 on one car of taxicabs from Massillon, Ohio, to San Francisco, Cal., on account of excessive rate.

7456. *Water and Light Department, Greenfield, Ohio, v. Norfolk and Western Railway Company.* April 22, 1910. Refund of \$45 on five cars of coal from Matewan, W. Va., to Greenfield, Ohio, on account of excessive rate.

7458. *Scherer's Bread Bakery v. Lehigh Valley Railroad Company.* January 15, 1910. Refund of \$6 on shipment of flour from Moorehead, Minn., to Scranton, Pa., on account of cartage, due to misrouting.

7460. *Vulcanite Portland Cement Company v. Pennsylvania Railroad Company et al.* May 12, 1910. Refund of \$20.06 on one car of cement from Vulcaute, New Brunswick, to Millsboro, Pa., on account of excessive rate.

7473. *Long Bell Lumber Company v. Atchison, Topeka and Santa Fe Railway Company.* December 6, 1909. Waive collection of \$83.72 undercharge on shipment of lump coal from Radley, Kans., to Ponca City, Okla., on account of excessive rate.

7474. *Mills Novelty Company v. Atchison, Topeka and Santa Fe Railway Company et al.* January 11, 1910. Waive collection of \$1,588.80 undercharge on shipment of slot and card machines from San Francisco, Cal., to Chicago, Ill., on account of excessive rate.

7477. *Coosa Pipe and Foundry Company v. Louisville and Nashville Railroad Company et al.* January 5, 1910. Refund of \$144.70 on four cars of coke from Elkhorn and Coaldale, W. Va., to Gadsden, Ala., on account of excessive rate.

7479. *Knickerbocker Ice Company v. Chicago and North Western Railway Company.* March 5, 1910. Refund of \$402.24 on 36 cars of cement and sand from Syracuse, Ind., and Dune Park, Ind., to Chicago, Ill., on account of excessive rate.

7481. *Edward Hines Lumber Company v. Illinois Central Railroad Company et al.* January 18, 1910. Refund of \$67.62 on six cars of lumber from Brookhaven, Miss., to Rose Hill, Ill., on account of excessive rate.

7483. *A. J. Spindler v. Baltimore and Ohio Railroad Company.* January 18, 1910. Refund of \$10 on shipment of lumber from Swanton, Md., to Keyser, W. Va., on account of excessive rate.

7485. *Kerr, Gifford and Company v. Spokane, Portland and Seattle Railway Company et al.* January 19, 1910. Refund of \$274.80 on 11 cars of wheat from Kibbler, Wash., to Portland, Oreg., on account of excessive rate.

7487. *Pennsylvania Coal and Supply Company v. Great Northern Railway Company et al.* February 10, 1910. Refund of \$31.36 on shipment of coal from Milwaukee, Wis., to Appleton, Minn., on account of excessive rate.

7489. *Morgan Canning Company v. Union Pacific Railroad Company.* December 8, 1909. Refund of \$41.60 on shipment of canned peas from Morgan, Utah, to Butte, Mont., on account of excessive rate.

7490. *American Linseed Company v. Chicago, Burlington and Quincy Railroad Company.* December 7, 1909. Refund of \$449.15 on eight cars of linseed oil from Sioux City, Iowa, to Kansas City, Mo., on account of excessive rate.

7495. *C. S. Merrill v. Lehigh Valley Railroad Company.* December 2, 1909. Refund of \$13.62 on two cars of lumber from Van Etten, N. Y., to Wyoming, Pa., on account of excessive rate.

7496. *Hiram Winternitz Company v. Philadelphia, Baltimore and Washington Railroad Company et al.* March 23, 1910. Refund of \$7.22 on one car of scrap iron from Woodberry, Md., to Eddystone, Pa., on account of excessive rate.

7499. *Barber Asphalt Paving Company v. Michigan Central Railroad Company et al.* December 13, 1909. Refund of \$633.06 on 15 cars of cement from Wyandotte, Mich., to Fond du Lac, Wis., on account of excessive rate.

7502. *Edgar Love v. Michigan Central Railroad Company et al.* February 18, 1910. Refund of \$13.48 on two cars of coal from Suspension Bridge, N. Y., to Darlington, Ind., on account of excessive rate.

7504. *Ezra Rhodes v. Grand Rapids and Indiana Railway Company et al.* December 17, 1909. Refund of \$16.11 on shipment of machinery from Wellsboro, Ind., to Falmouth, Mich., on account of excessive rate.

7511. *American Bridge Company of New York v. Pennsylvania Railroad Company.* December 2, 1909. Refund of \$218.61 on five cars of lumber from Philadelphia, Pa., to Elk, W. Va., on account of excessive rate.

7513. *Martin Van Gorden v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* February 18, 1910. Refund of 47 cents on shipment of corn from Rugby, Ind., to Hughes, Ohio, on account of excessive rate.

7517. *Red River Lumber Company v. Iowa Central Railway Company.* February 19, 1910. Refund of \$4 on shipment of lumber from Akeley, Minn., to Northwood, Iowa, on account of excessive rate.

7520. *J. M. Odom v. Atlantic Coast Line Railroad Company.* January 20, 1910. Refund of \$107.10 on eight shipments of lumber from Aulander, N. C., to Portsmouth and Pinners Point, Va., on account of excessive rate.

7522. *Commercial Cedar Company v. Chicago, Burlington and Quincy Railroad Company.* March 7, 1910. Waive collection of \$77.60 on one car of lumber from Kerriston, Wash., to Crawford, Nebr., on account of excessive rate.

7526. *Big Bend Cooperage Company v. Nashville, Chattanooga and St. Louis Railway Company.* January 4, 1910. Refund of \$14.98 on shipment of barrel staves from Manchester, Tenn., to Cartersville, Ga., on account of excessive rate.

7529. *Berkshire Ice Company v. New York, New Haven and Hartford Railroad Company.* January 18, 1910. Refund of \$2,001.10 on 68 cars of ice from Southwick, Mass., to various points, on account of excessive rate.

7532. *E. H. Young v. Galveston, Harrisburg and San Antonio Railway Company.* April 26, 1910. Refund of \$18.79 on shipment of cottonseed oil from Wharton, Tex., to Gomez, Palacio, Mexico, on account of excessive rate.

7543. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 30, 1909. Refund of \$12.50 on shipment of lime from Ash Grove, Mo., to Morrill, Nebr., on account of excessive rate.

7544. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 30, 1909. Refund of \$8.75 on shipment of lime from Ash Grove, Mo., to Scottsbluff, Nebr., on account of excessive rate.

7545. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company.* November 30, 1909. Refund of \$32 on two shipments of lime from Ash Grove, Mo., to Mitchell, Nebr., on account of excessive rate.

7547. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company.* November 30, 1909. Refund of \$13.25 on shipment of lime and hair from Ash Grove, Mo., to Bayard, Nebr., on account of excessive rate.

7548. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* December 31, 1909. Refund of \$28.50 on shipment of cement from Iola, Kans., to Bridgeport, Nebr., on account of excessive rate.

7549. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* December 31, 1909. Refund of \$30.40 on two shipments of cement from Iola, Kans., to Mitchell, Nebr., on account of excessive rate.

7550. *Carolina Rice Mills v. Southern Railway Company.* December 1, 1909. Refund of \$19.48 on two cars of rough rice from Sisemore, Ark., to Goldsboro, N. C., on account of excessive rate.

7551. *Mengel Box Company v. Southern Railway Company et al.* May 18, 1910. Refund of \$1,686.57 on 23 cars of cedar logs from Charleston, S. C., to Hickman, Ky., on account of excessive rate.

7553. *Davidson Mill and Elevator Company v. Missouri, Kansas and Texas Railway Company et al.* January 8, 1910. Waive collection of \$1,364.08 on eight cars of rice hulls from Bay City, Mich., to Muskogee, Okla., on account of excessive rate.

7554. *L. S. Town v. Southern Pacific Company et al.* October 8, 1910. Refund of \$73.50 on shipment of evaporated apples from Rose, N. Y., to Wichita, Kans., on account of excessive rate.

7557. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* December 31, 1909. Refund of \$3.80 on shipment of cement from Iola, Kans., to Aurora, Nebr., on account of excessive rate.

7560. *Swift and Company v. Louisville and Nashville Railroad Company.* May 5, 1910. Refund of \$38.18 on two cars of dry salted meats and lard from East St. Louis, Ill., to Appalachia (destined Stonega), Va., on account of excessive rate.

7566. *Beebe and Runyan Furniture Company v. Union Pacific Railroad Company et al.* December 13, 1909. Refund of \$11.01 on shipment of furniture from Omaha, Nebr., to Diamondville, Wyo., on account of larger car being furnished than ordered.

7572. *W. Z. Thompson v. Cincinnati, New Orleans and Texas Pacific Railway Company.* January 17, 1910. Refund of \$16.80 on two cars of straw from Donerail, Ky., to Cincinnati, Ohio, on account of excessive rate.

7573. *Gamble-Robinson Commission Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* November 25, 1910. Refund of \$13.54 on one car of peaches from Bingham, Utah, to Austin, Minn., on account of excessive rate.

7577. *Meridian Fertilizer Factory v. Vicksburg, Shreveport and Pacific Railway Company et al.* January 31, 1910. Refund of \$126 on four shipments of fertilizer from Shreveport, La., to Hamburg, Ark., on account of excessive rate.

7578. *E. H. Young v. Yazoo and Mississippi Valley Railroad Company et al.* January 26, 1910. Refund of \$740.38 on three shipments of cottonseed cake from Arcola, Miss., to Galveston, Tex., on account of excessive rate.

7579. *Lyon Cypress Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* January 20, 1910. Refund of 70 cents on two cars of lumber from Garyville, La., to Grayville, Ill., on account of excessive rate.

7584. *Otto C. Stoekler Company v. Northern Pacific Railway Company et al.* December 14, 1909. Refund of \$95 on two cars of cement from Iola, Kans., to Deer Lodge, Mont., on account of excessive rate.

7585. *Lingerwood Milling Company v. Great Northern Railway Company.* April 21, 1910. Refund of \$40.59 on shipment of flour and mill stuffs from Lingerwood, N. Dak., to Culbertson, Mont., on account of excessive rate.

7587. *S. Cupples Woodenware Company v. Great Northern Railway Company et al.* January 17, 1910. Waive collection of \$12.72 on shipment of woodenware from St. Louis, Mo., to Great Falls, Mont., on account of excessive rate.

7596. *P. M. McGuire and J. W. Reimbold v. Chicago, Burlington and Quincy Railroad Company et al.* March 25, 1910. Refund of \$32.31 and waive collection of \$12.42 on shipments of lump coal from Springfield, Ill., to Montrose, Iowa, on account of excessive rate.

7601. *Parker-Washington Company v. Missouri, Kansas and Texas Railway Company.* February 21, 1910. Refund of \$138.81 on two shipments of asphalt from St. Louis, Mo., to Muskogee, Okla., on account of excessive rate.

7606. *P. Mayer Leather Company v. Atchison, Topeka and Santa Fe Railway Company et al.* January 25, 1910. Refund of \$3.93 on shipment of harness leather from Wheeling, W. Va., to Pueblo, Colo., on account of excessive rate.

7611. *Lindsay Brothers v. Minneapolis and St. Louis Railroad Company et al.* June 23, 1910. Refund of \$6.19 on shipment of agricultural implements from Waterloo, Iowa, to Marietta, Minn., on account of excessive rate.

7613. *T. W. Davis v. San Antonio and Aransas Pass Railway Company.* February 26, 1910. Waive collection of \$7.59 on one car of coal from Krebs, Okla., to Eagle Lake, Tex., on account of excessive rate.

7615. *Welsh and Kerry Company v. Grand Rapids and Indiana Railway Company et al.* February 23, 1910. Refund of \$6.80 on shipment of flooring from Cadillac, Mich., to Cleveland, Ohio, on account of excessive rate.

7622. *St. Louis Tin and Sheet Metal Working Company v. Illinois Central Railroad Company et al.* October 5, 1910. Refund of \$35 on shipment of tin cans or coffee retainers from St. Louis, Mo., to Nashville, Tenn., on account of excessive rate.

7625. *Skallerup Brothers v. Chicago, Indianapolis and Louisville Railway Company et al.* April 16, 1910. Refund of \$9 and waive collection of \$16 on shipment of potatoes from Knowlton, Wis., to Rensselaer, Ind., on account of excessive rate.

7630. *H. Loose v. Southern Pacific Company.* October 25, 1910. Refund of 25 cents and waive collection of \$508.04 on shipments of ice from Boca, Cal., to Lovelocks, Nev., on account of excessive rate.

7631. *Pabst Brewing Company v. Michigan Central Railroad Company et al.* April 15, 1910. Refund of \$23.66 on shipment of beer from Milwaukee, Wis., to Michigan City, Ind., on account of excessive rate.

7632. *A. J. Peters and Company v. Maricopa and Phoenix Railroad Company.* February 12, 1910. Refund of \$301.92 on 13 shipments of hay from Helena and Tempe, Ariz., to Guaymas, Sonora, Mexico, on account of excessive rate.

7645. *The Garden City Sand Company v. Illinois Central Railroad Company et al.* November 30, 1909. Refund of \$47.03 on shipment of sand from Riverside, Mich., to Rockford, Ill., on account of excessive rate.

7647. *Maley and Wertz v. Illinois Central Railroad Company et al.* March 8, 1910. Refund of \$3.99 on shipment of oak lumber from Evansville, Ind., to Dayton, Ohio, on account of excessive rate.

7648. *Smith Agricultural Chemical Company v. Illinois Central Railroad Company et al.* November 30, 1909. Refund of \$7.50 on shipment of fertilizer from Columbus, Ohio, to Watrousville, Mich., on account of excessive rate.

7650. *Letts-Fletcher Company v. Iowa Central Railway Company et al.* July 14, 1910. Refund of \$39.84 on shipment of fruit jars from Hillsboro, Ill., to Marshalltown, Iowa, on account of excessive rate.

7651. *Wood-Curtis Company v. Southern Pacific Company.* December 15, 1909. Refund of \$64.50 on shipment of potatoes from Cauty, Nev., to Applegate, Cal., on account of excessive rate.

7652. *The D. S. Burt Son and Company v. Baltimore and Ohio Railroad Company et al.* July 7, 1910. Refund of \$14.30 on shipment of colts and mules from East St. Louis, Ill., to Zanesville, Ohio, on account of excessive rate.

7661. *Dupont Powder Company v. Philadelphia and Reading Railway Company et al.* January 15, 1910. Refund of \$256.46 on shipment of powder from Thompsons Point, N. J., to Boston, Mass., on account of excessive rate.

7662. *Kemper Mill and Elevator Company et al. v. Missouri, Kansas and Texas Railway Company.* January 26, 1910. Refund of \$22.51 on shipment of shorts from Kansas City, Mo., to Fayette, Mo., and Rhineland, Mo., on account of excessive rate.

7667. *Muskogee Wholesale Grocery Company v. Missouri, Kansas and Texas Railway Company et al.* December 6, 1909. Refund of \$38.74 on shipment of rice from Houston, Tex., to Muskogee, Okla., on account of excessive rate.

7671. *Curtis Sash and Door Company v. Chicago and North Western Railway Company.* May 12, 1910. Refund of \$63.98 on one car of sash and doors from Sioux City, Iowa, to Sturgis, S. Dak., on account of excessive rate.

7672. *Floyd Willis v. Gulf and Ship Island Railroad Company et al.* December 3, 1909. Refund of \$72.50 on shipment of cotton from Mt. Olive, Miss., to Mobile, Ala., on account of excessive rate.

7673. *Roswell Gas Company v. Eastern Railway of New Mexico et al.* January 20, 1910. Waive collection of \$48.91 undercharge on shipment of crude oil from Eva, Kans., to Roswell, N. Mex., on account of excessive rate.

7678. *Wm. Cameron Company, Incorporated, v. Chicago, Rock Island and Pacific Railway Company et al.* July 28, 1910. Waive collection of \$60.13 on shipment of lumber from Saron, Tex., to Chickasha, Okla., on account of excessive rate.

7683. *J. C. Lohman v. Missouri Pacific Railway Company et al.* August 19, 1910. Refund of \$1.08 on shipment of ash oars from Clarendon, Ark., to Jefferson City, Mo., on account of excessive rate.

7688. *Henry Snyder and Sons v. Norfolk and Western Railway Company et al.* January 20, 1910. Refund of \$60.10 on two shipments of live poultry from Galax, Va., to Scranton, Pa., on account of excessive rate.

7689. *Wisconsin Pulp and Paper Manufacturers v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company et al.* February 15, 1910. Refund of \$3.36 on shipment of iron cores from Dayton, Ohio, to Eau Claire, Wis., on account of excessive rate.

7690. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company.* November 30, 1909. Refund of \$20.90 on shipment of cement from Iola, Kans., to Grand Island, Nebr., on account of excessive rate.

7691. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 30, 1909. Refund of \$35.62 on shipment of cement from Iola, Kans., to Bridgeport, Nebr., on account of excessive rate.

7692. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company.* November 30, 1909. Refund of \$20.90 on shipment of cement from Iola, Kans., to Bayard, Nebr., on account of excessive rate.

7693. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 30, 1909. Refund of \$19.95 on shipment of cement from Iola, Kans., to Scottsbluff, Nebr., on account of excessive rate.

7695. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 30, 1909. Refund of \$25.84 on one car of cement from Iola, Kans., to Mitchell, Nebr., on account of excessive rate.

7697. *Consolidated Water Power and Paper Company v. Pere Marquette Railroad Company et al.* February 8, 1910. Refund of \$101.69 on 41 shipments of iron cores returned from Grand Rapids, Mich., to Grand Rapids, Wis., on account of excessive rate.

7699. *Joerns Brothers Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company et al.* April 30, 1910. Refund of \$60.97 on shipment of furniture from Stevens Point, Wis., to Minnesota Transfer, Minn., on account of excessive rate.

7730. *W. M. and F. W. Sharpless v. Southern Railway Company.* December 18, 1909. Refund of \$1.50 on shipment of cotton yarn from Kings Mountain, N. C., to Langhorne, Pa., on account of drayage due to misrouting.

7736. *Howard Brokerage Company v. San Pedro, Los Angeles and Salt Lake Railroad Company.* February 8, 1910. Refund of \$366.63 on five cars of potatoes from Modena and Oasis, Utah, to Los Angeles, Cal., on account of excessive rate.

7737. *Fowler and Pay v. Minneapolis and St. Louis Railroad Company et al.* January 14, 1910. Refund of \$12.09 on shipment of cement from Hannibal, Mo., to Hopkins, Minn., on account of excessive rate.

7739. *Antelope Valley Company v. Southern Pacific Company.* February 18, 1910. Refund of \$458.35 on two cars of machinery from Bisbee, Ariz., to Wellton, Ariz., on account of excessive rate.

7741. *Indiana Box Company v. Western Maryland Railroad Company et al.* July 21, 1910. Refund of \$101.19 on six cars of lumber from Gilman and Gladys, W. Va., to Elwood, Ind., on account of excessive rate.

7743. *J. S. Barlow v. Missouri, Kansas and Texas Railway Company et al.* September 13, 1910. Waive collection of \$39.15 on shipment of boilers from Summitsville, Ind., to Bartlesville, Okla., on account of excessive rate.

7744. *Chalmers-Detroit Motor Company v. Missouri, Kansas and Texas Railway Company et al.* April 26, 1910. Refund of \$49.01 on shipment of three automobiles from Detroit, Mich., to Dallas, Tex., on account of excessive rate.

7745. *J. G. Stokeley v. Southern Railway Company.* March 16, 1910. Refund of \$37.57 on shipment of hay from Rankins, Tenn., to Birmingham, Ala., on account of excessive rate.

7753. *Light and Power Company v. Virginia and Southwestern Railway Company et al.* April 19, 1910. Refund of \$12.64 on two cars of coal from Keokee, Va., to Brevard, N. C., on account of excessive rate.

7755. *Dreyfus Brothers v. Mobile and Ohio Railroad Company et al.* January 31, 1910. Refund of \$1.40 on shipment of candy from Montgomery, Ala., to Lake Charles, La., on account of excessive rate.

7756. *P. W. Hiden v. Chesapeake and Ohio Railway Company.* May 19, 1910. Refund of \$335.36 on nine cars of wood from various Virginia points to Washington, D. C., on account of excessive rate.

7758. *Illinois Glass Company v. Illinois Terminal Railroad Company.* January 5, 1910. Refund of \$110.66 on four cars of lime from White Rock, Ohio, to Alton, Ill., on account of excessive rate.

7759. *Standard Shale Brick Company v. Pittsburgh and Lake Erie Railroad Company et al.* January 21, 1910. Waive collection of \$64.84 on three cars of coal from Fayette City, Pa., to Youngsville, Pa., on account of excessive rate.

7760. *Bay View Furniture Company v. Pere Marquette Railroad Company.* February 17, 1910. Refund of \$6.14 on one wood-working machine from Beloit, Wis., to Holland, Mich., on account of excessive rate.

7761. *American Agricultural Chemical Company v. New York Central and Hudson River Railroad Company.* January 20, 1910. Refund of \$20 on two cars of nitrate of soda from Stapleton, N. Y., to Brighton, Mass., on account of excessive rate.

7762. *Wm. G. Barker Company v. Grand Trunk Railway System et al.* November 30, 1909. Refund of \$18 on shipment of lumber from Gorham, N. H., to Meriden, Conn., on account of excessive rate.

7766. *H. G. Cherry v. Missouri, Kansas and Texas Railway Company et al.* August 16, 1910. Waive collection of \$251.60 on two cars of cottonseed meal from Prague, Okla., to Rhineland, Mo., on account of excessive rate.

7767. *American Oak Leather Company v. Pennsylvania Railroad Company et al.* February 17, 1910. Refund of \$14.36 on one car of lubricating oil from Emlenton, Pa., to Louisville, Ky., on account of excessive rate.

7768. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* December 14, 1909. Refund of \$5.70 on shipment of cement from Iola, Kans., to Aurora, Nebr., on account of excessive rate.

7769. *Iowa Farming Tool Company v. Atchison, Topeka and Santa Fe Railway Company.* April 7, 1910. Refund of \$22.50 on shipment of implements from Fort Madison, Iowa, to Salina, Kans., on account of excessive rate.

7770. *J. and J. Rogers Company v. Delaware and Hudson Company et al.* March 25, 1910. Refund of \$9.60 on shipment of wrapping paper from Ausable Forks, N. Y., to Washington, D. C., on account of excessive rate.

7771. *American Zinc Ore Separator Company v. Mineral Point and Northern Railway Company.* June 25, 1910. Refund of \$70.65 on two cars of zinc ore from Highland, Wis., to Deering, Kans., on account of excessive rate.

7773. *Wickery Rivers Lumber Company v. Erie Railroad Company.* February 18, 1910. Refund of \$28.53 on shipment of cord wood from Thompson Ridge, N. Y., to New York, N. Y., on account of excessive rate.

7774. *Independent Phosphate Company v. Louisville and Nashville Railroad Company.* June 22, 1910. Refund of \$272.51 and waive collection of \$135.43 on 16 cars of coal from Madisonville and Earlington, Ky., to Satterfield, Tenn., on account of excessive rate.

7777. *Gallaher Grocery Company v. Central of Georgia Railway Company et al.* October 1, 1910. Refund of \$28.95 on shipment of cabbage, turnips, and apples from Rural Retreat, Va., to Montezuma, Ga., on account of excessive rate.

7779. *Ward Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* December 6, 1909. Refund of \$17.92 on shipment of gum lumber from Napanee, Miss., to Norwalk, Ohio, on account of excessive rate.

7780. *Calhoun Brick and Clay Company v. Chicago, Burlington and Quincy Railroad Company.* December 28, 1909. Refund of \$25.55 on shipment of fire brick and fire clay from Peruque, Mo., to Yazoo City, Miss., on account of excessive rate.

7781. *Eureka Flint and Spar Company v. Baltimore and Ohio Railroad Company et al.* March 22, 1910. Refund of \$304.24 on 11 cars of feldspar from Twin Oaks, Pa., to Trenton, N. J., on account of excessive rate.

7785. *Willard Drug Company v. Atchison, Topeka and Santa Fe Railway Company.* December 29, 1909. Refund of \$25.20 on one automobile from Raton, N. Mex., to Willard, N. Mex., on account of excessive rate.

7786. *Paragon Plaster and Supply Company v. Delaware, Lackawanna and Western Railroad Company.* December 9, 1909. Refund of \$36.17 on shipment of sand from Waverly, N. Y., to Green Ridge, Pa., on account of excessive rate.

7788. *General Chemical Company v. Wabash Railroad Company et al.* June 15, 1910. Refund of \$24.45 on shipment of sulphuric acid from Black Rock, N. Y., to Grafton, Ill., on account of excessive rate.

7793. *Calhoun Brick and Clay Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 20, 1910. Refund of \$15.94 on shipment of fire-brick arches and fire clay from Peruque, Mo., to New Richmond, Wis., on account of excessive rate.

7795. *Odel Cider Vinegar and Pickling Company v. Chicago, Burlington and Quincy Railroad Company.* January 20, 1910. Refund of \$296.21 on 36 shipments of culled apples from Haddom, Wash., and Hanover, Kans., to Odel, Nebr., on account of excessive rate.

7797. *Huber and Fuhrman Drug Mills v. Chicago, Milwaukee and St. Paul Railway Company.* April 5, 1910. Refund of \$18.51 on 30 shipments of drugs from Fond du Lac, Wis., to Columbus, Ohio, on account of excessive rate.

7798. *Huber and Fuhrman Drug Mills v. Chicago, Milwaukee and St. Paul Railway Company.* February 17, 1910. Refund of \$3.68 on two shipments of drugs from Fond du Lac, Wis., to Terre Haute, Ind., on account of excessive rate.

7805. *Huber and Fuhrman Drug Mills v. Chicago, Milwaukee and St. Paul Railway Company.* February 12, 1910. Refund of \$4.79 on shipment of drugs from Fond du Lac, Wis., to Tiffin, Ohio, on account of excessive rate.

7806. *Huber and Fuhrman Drug Mills v. Chicago, Milwaukee and St. Paul Railway Company.* February 17, 1910. Refund of \$3.98 on shipment of drugs from Fond du Lac, Wis., to Columbus, Ohio, on account of excessive rate.

7807. *Huber and Fuhrman Drug Mills v. Chicago, Milwaukee and St. Paul Railway Company.* February 12, 1910. Refund of \$4.79 on two shipments of drugs from Fond du Lac, Wis., to Columbus, Ohio, on account of excessive rate.

7809. *National Supply Company v. New Orleans and Northwestern Railroad Company et al.* September 15, 1910. Refund of \$251.43 and waive collection of \$100.76 on one car of sucker rods from Winnsboro, La., to Beaumont, Tex., on account of excessive rate.

7811. *National Supply Company of Kansas v. New Orleans and Northeastern Railroad Company et al.* October 25, 1910. Refund of \$104.75 and waive \$70.89 on one car of sucker rods from Winnsboro, La., to Beaumont, Tex., on account of excessive rate.

7814. *Friend Paper Company v. Louisville and Atlantic Railroad Company et al.* September 26, 1910. Refund of \$11.94 on one car of pulp wood from Evelyn, Ky., to West Carrollton, Ohio, on account of excessive rate.

7833. *Henderson Elevator Company v. Illinois Central Railroad Company.* November 28, 1910. Refund of \$22.40 on shipment of corn from Henderson, Ky., to Ringgold, Tenn., on account of excessive rate.

7835. *Oliver Chilled Plow Company v. Vandalia Railroad Company et al.* January 14, 1910. Refund of \$1,403.41 on 31 cars of metal wheels from Springfield, Ohio, to South Bend, Ind., on account of excessive rate.

7839. *Cudahy Packing Company v. Atchison, Topeka and Santa Fe Railway Company.* April 6, 1910. Refund of \$217.01 on six cars of hogs from Wichita, Kans., to Los Angeles, Cal., on account of excessive rate.

7840. *Rexburg Milling Company v. Oregon Short Line Railroad Company et al.* February 12, 1910. Refund of \$50 on shipment of wheat from Rexburg, Idaho, to Ontario, Cal., on account of excessive rate.

7845. *Northern Lumber Company v. Minneapolis and St. Louis Railroad Company et al.* January 4, 1910. Refund of \$8.15 on two cars of lumber from Cloquet, Minn., to Fairfax, Minn., on account of excessive rate.

7846. *A. M. Wilson v. American Express Company.* July 1, 1910. Refund of \$1.10 on three packages from Cherokee, Iowa, to Elmo and Winnemucca, Nev., on account of excessive rate.

7847. *L. H. Thompson v. St. Louis, Iron Mountain and Southern Railway Company.* November 30, 1909. Refund of \$5.16 on one car of staves from Sikeston, Mo., to Fort Dodge, Iowa, on account of misrouting.

7854. *W. A. Talmadge Company v. Northern Pacific Railway Company.* February 4, 1910. Refund of \$44 on shipment of hay from Fox, Mont., to Fremont, Wash., on account of excessive rate.

7856. *Roswell Trading Company and Perry Wagon v. Eastern Railway of New Mexico et al.* November 30, 1909. Refund of \$52.90 on 17 cars of hay from various points to Roswell, N. Mex., on account of excessive rate.

7859. *Hunter Milling Company v. Eastern Railway of New Mexico et al.* February 9, 1910. Waive collection of \$446.48 on shipment of crude oil from Chanute, Kans., to Roswell, N. Mex., on account of excessive rate.

7861. *Kentucky Packing Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* November 30, 1909. Refund of \$29.70 on four shipments of dressed hogs from Louisville, Ky., to Detroit, Mich., on account of excessive rate.

7863. *Schaefer and Schwartzkopf v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* January 4, 1910. Refund of \$11.20 on shipment of corn from Columbus, Ind., to Cincinnati, Ohio, on account of excessive minimum.

7864. *Lesser-Goldman Cotton Company v. St. Louis, Iron Mountain and Southern Railway Company.* October 4, 1910. Refund of \$25.05 on shipment of cotton from Monticello, Ark., to Maysville, Ky., on account of excessive rate.

7866. *Godfrey Frank Company v. St. Louis, Iron Mountain and Southern Railway Company.* January 11, 1910. Refund of \$16.59 on shipment of cotton from Monette, Ark., to Memphis, Tenn., on account of excessive rate.

7873. *Glencoe Lime and Cement Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* July 26, 1910. Refund of \$53.27 on shipment of cement from York, Pa., to Hot Springs, Ark., on account of excessive rate.

7877. *Rea-Patterson Grain Company v. Missouri Pacific Railway Company et al.* February 1, 1910. Refund of \$4.80 on four cars of wheat from Jasper, Mo., and Oologah, Okla., to Coffeyville, Kans., on account of nonallowance for grain doors.

7878. *United States Gypsum Company v. New York Central and Hudson River Railroad Company.* January 31, 1910. Refund of \$104.40 on four cars of gypsum rock from Oakfield, N. Y., to Vulcanite, N. J., on account of excessive rate.

7879. *Parlin and Orendorff Company v. Atchison, Topeka and Santa Fe Railway Company.* January 9, 1910. Waive collection of \$3 undercharge on shipment of implements from Kansas City, Mo., to Oklahoma City, Okla., on account of excessive rate.

7883. *Francis M. Bean v. Philadelphia and Reading Railway Company.* February 11, 1910. Refund of \$35.87 on shipment of sand from Valley Forge, Pa., to Harrison, N. J., on account of excessive rate.

7884. *Mark Manufacturing Company v. Missouri Pacific Railway Company et al.* September 22, 1910. Refund of \$109.35 on three cars of wrought-iron pipe from Zanesville, Ohio, to Nowata, Okla., on account of excessive rate.

7885. *Mark Manufacturing Company v. Missouri Pacific Railway Company.* October 22, 1910. Refund of \$17.40 on one car of wrought-iron pipe from Zanesville, Ohio, to Nowata, Okla., on account of excessive rate.

7886. *American Hominy Company v. Cincinnati, Hamilton and Dayton Railway Company.* August 6, 1910. Refund of \$68.30 on 14 cars of malt from Indianapolis, Ind., to St. Louis, Mo., on account of excessive rate.

7891. *Republic Iron and Steel Company v. Lake Shore and Michigan Southern Railway Company et al.* January 14, 1910. Refund of \$47.46 on one car of bar steel and iron from Youngstown, Ohio, to Hartford, Wis., on account of excessive rate.

7892. *Isenberg Milling Company v. Pennsylvania Railroad Company.* July 26, 1910. Refund of \$6 and waive collection of \$42 on three cars of flour from Huntingdon, Pa., to New York, N. Y., on account of excessive rate.

7893. *Carpenter-Lamb Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* January 14, 1910. Refund of \$16.12 on one car of sawdust from Minneapolis, Minn., to Herreid, S. Dak., on account of excessive rate.

7894. *Larabee Flour Mills Company v. Atchison, Topeka and Santa Fe Railway Company.* December 11, 1909. Refund of \$15.04 on shipment of flour and feed from Stafford, Kans., to Fowler, Colo., on account of excessive rate.

7896. *A. C. Long v. Atchison, Topeka and Santa Fe Railway Company.* November 30, 1909. Refund of \$10.72 on shipment of apples from Topeka, Kans., to Rocky Ford, Colo., on account of excessive rate.

7902. *Union Bag and Paper Company v. Delaware and Hudson Company et al.* March 18, 1910. Refund of \$32 on one car of paper bags from Sandy Hill, N. Y., to Minneapolis, Minn., on account of excessive rate.

7904. *J. T. Gibbons v. Illinois Central Railroad Company et al.* March 24, 1910. Refund of \$39.20 on shipment of corn from New Orleans, La., to Sumrall, Miss., on account of excessive rate.

7907. *Finkbine Lumber Company v. Illinois Central Railroad Company et al.* January 12, 1910. Refund of \$11.86 on shipment of lumber from Wiggins, Miss., to St. Charles, Mo., on account of excessive rate.

7911. *United Brick Company v. Bessemer and Lake Erie Railroad Company.* December 31, 1909. Refund of \$183.56 on 38 cars of paving brick from Conneaut, Ohio, to Franklin and Sugar Creek, Pa., on account of excessive rate.

7912. *New Jersey Lime Company v. Lehigh and Hudson River Railway Company et al.* December 30, 1909. Refund of \$37.09 on shipment of fluxing stone from McAfee, N. J., to Somerville, N. J., on account of excessive rate.

7915. *W. M. Ritter Lumber Company v. Southern Railway Company et al.* October 24, 1910. Refund of \$26.40 on shipment of lumber from Otto, N. C., to Baltimore, Md., on account of excessive rate.

7916. *J. E. Dreher v. Kansas City Southern Railway Company.* November 27, 1909. Refund of \$36 on shipment of emigrant outfit from Grand View, Mo., to Gentry, Ark., on account of excessive rate.

7917. *Henry Abel v. Southern Pacific Company.* December 9, 1909. Refund of \$68.31 on shipment of hay from Lovelock, Nev., to Milpitas, Cal., on account of excessive rate.

7926. *National Elevator Company v. Cincinnati, Hamilton and Dayton Railway Company et al.* October 5, 1910. Refund of \$46.45 on four shipments of corn cobs from Murdock, Ill., to Greentown, Ind., on account of excessive rate.

7927. *Schroeder Brick Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company.* January 15, 1910. Waive collection of \$4.18 undercharge on shipment of slabs from Hayward, Wis., to Shakopee, Minn., on account of excessive rate.

7930. *John Linn v. Michigan Central Railroad Company et al.* March 18, 1910. Refund of \$21.54 on shipment of peaches from Benton Harbor, Mich., to Peoria, Ill., on account of excessive rate.

7931. *Sebastopol Berry Growers, Incorporated, v. Wells Fargo and Company.* December 6, 1909. Refund of \$226.18 on one car of fruit from Santa Rosa, Cal., to Denver, Colo., on account of excessive rate.

7932. *W. H. Grammer v. Louisville and Nashville Railroad Company.* December 2, 1909. Waive collection of \$47.02 undercharge on three cars of crushed stone from Hopkinsville, Ky., to Heelfrich Brick Yard Switch, Ind., on account of excessive rate.

7934. *Thomas Iron Company v. Philadelphia and Reading Railway Company.* December 22, 1909. Refund of \$290.32 on two cargoes of iron ore from Port Richmond, Philadelphia, Pa., to Catasauqua, Pa., on account of excessive rate.

7935. *Hibbard-Stewart Company v. Chicago, Milwaukee and Puget Sound Railway Company.* February 21, 1910. Refund of \$99.95 on shipment of dry hides and pelts from Harlowton, Mont., to Seattle, Wash., on account of excessive rate.

7963. *Rosenberg Brothers Company v. Atchison, Topeka and Santa Fe Railway Company et al.* January 4, 1910. Refund of \$29.60 on one car of walnuts from Fullerton, Cal., to Portland, Oreg., on account of excessive rate.

7964. *Great Western Cereal Company v. Elgin, Joliet and Eastern Railway Company et al.* March 11, 1910. Refund of \$8 on shipment of mill feed from Joliet, Ill., to Hamburg, N. J., on account of excessive rate.

7965. *Great Western Cereal Company v. Elgin, Joliet and Eastern Railway Company et al.* March 3, 1910. Refund of \$8 on shipment of mill feed from Joliet, Ill., to Baleville, N. J., on account of excessive rate.

7966. *Great Western Cereal Company v. Elgin, Joliet and Eastern Railway Company et al.* February 23, 1910. Refund of \$8 on shipment of mill feed from Joliet, Ill., to Middleville, N. J., on account of excessive rate.

7967. *Houston Packing Company v. Texas and New Orleans Railroad Company et al.* January 14, 1910. Refund of \$2,301.10 on 48 cars of packing-house products and fresh meats from Houston, Tex., to Lake Charles, La., on account of excessive rate.

7969. *J. G. Peppard v. Chicago, Burlington and Quincy Railroad Company et al.* January 20, 1910. Refund of \$95.76 and waive collection of \$10.08 undercharge on two shipments of sorghum seed from Kansas City, Mo., to Laurens, S. C., and Spartanburg, S. C., on account of excessive rate.

7970. *Samuel Cupples Woodenware Company v. Chicago and North Western Railway Company et al.* December 20, 1909. Refund \$11.85 and waive collection of \$30.15 undercharge on shipment of butter dishes from Escanaba, Mich., to Cleveland, Ohio, on account of excessive rate.

7973. *Swift and Company v. Fort Worth and Denver City Railway Company et al.* September 21, 1910. Refund of \$86.66 on 123 cars of packing-house products from Fort Worth, Tex., to various points, on account of excessive rate.

7974. *Naugle Pole and Tie Company v. Atchison, Topeka and Santa Fe Railway Company.* December 13, 1909. Refund of \$117.61 on two shipments of poles from Chicago, Ill., to Silver City, N. Mex., on account of excessive rate.

7982. *Pabst Brewing Company v. Chicago and North Western Railway Company et al.* July 7, 1910. Refund of \$325.62 on seven shipments of empties from Rock Springs, Wyo., to Milwaukee, Wis., on account of excessive rate.

7986. *Texas Grain and Elevator Company v. Missouri, Oklahoma and Gulf Railway Company.* December 6, 1909. Refund of \$32.52 on shipment of snapped corn from Council Hill, Okla., to Terrell, Tex., on account of misrouting.

7993. *Diamond Match Company v. Chicago and North Western Railway Company et al.* April 5, 1910. Refund of \$45.36 on shipment of matches from Oshkosh, Wis., to Keokuk, Iowa, on account of excessive rate.

7994. *Jos. Schlitz Brewing Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* July 16, 1910. Refund of \$220.69 on one car of beer from Milwaukee, Wis., to Tuscaraora, Nev., on account of excessive rate.

7997. *H. G. Anderson and Company v. Pennsylvania Railroad Company et al.* January 31, 1910. Refund \$4.20 on shipment of wheat from Buffalo, N. Y., to Piqua, Ohio, on account of excessive rate.

7999. *Ennis-Brown Company v. Southern Pacific Company.* August 25, 1910. Refund of \$16.18 on one car of melons from Monson, Cal., to Reno, Nev., on account of excessive rate.

8000. *Lambert Manufacturing Company v. Norfolk and Western Railway Company.* April 19, 1910. Refund of \$16.50 and waive collection of \$1.70 on one car of lumber from Gainesville, Fla., to Basic City, Va., on account of excessive rate.

8001. *Minneapolis Brewing Company v. Minneapolis and St. Louis Railroad Company.* December 7, 1909. Refund of \$7.90 on shipment of beer from Minneapolis, Minn., to Watertown, S. Dak., on account of excessive rate.

8002. *Henderson-Longton Company v. Southern Pacific Company.* March 12, 1910. Refund of \$17.06 on one car of melons from Dinuba, Cal., to Reno, Nev., on account of excessive rate.

8004. *Sherwin-Williams Company v. Missouri, Kansas and Texas Railway Company.* February 18, 1910. Refund of \$95.31 on three shipments of ore from Bartlesville, Okla., to Coffeyville, Kans., on account of excessive rate.

8006. *General Electric Company v. Delaware and Hudson Company.* December 31, 1909. Refund of \$68.60 on two cars of electrical machinery from Schenectady, N. Y., to Dunmore, Pa., on account of excessive rate.

8007. *Solvay Process Company v. Wabash Railroad Company et al.* April 8, 1910. Refund of \$26.50 on shipment of soda ash from Detroit, Mich., to Hannibal, Mo., on account of excessive rate.

8008. *Borden's Condensed Milk Company v. Erie Railroad Company.* December 3, 1909. Refund of \$66.74 on nine cars of sugar from New York, N. Y., to Randolph, N. Y., on account of excessive rate.

8010. *The Ravenna Mills v. Chicago, Burlington and Quincy Railroad Company.* December 8, 1909. Refund of \$5.39 on shipment of flour and feed from Ravenna, Nebr., to Spearfish, S. Dak., on account of excessive rate.

8011. *Jas. W. McKenzie v. Chicago, Burlington and Quincy Railroad Company.* December 8, 1909. Refund of \$20.70 on three cars of hay and straw from Wayne, Kans., to Kansas City, Mo., on account of excessive minimum.

8015. *McLane, Swift and Company v. Chicago, Indianapolis and Louisville Railway Company et al.* September 29, 1910. Refund of \$28 on shipment of corn from Frankfort, Ind., to Flint, Mich., on account of excessive rate.

8016. *E. Lowenstein v. Central Railroad Company of New Jersey.* December 21, 1909. Refund of \$15.83 on 20 shipments of boots and shoes from Boston, Mass., to Wilkes-Barre, Pa., on account of excessive rate.

8017. *Illinois Glass Company v. Illinois Terminal Railroad Company et al.* July 14, 1910. Refund of \$13.99 on shipment of bottles from Alton, Ill., to Paducah, Ky., on account of excessive rate.

8018. *C. B. Havens and Company v. Chicago, Burlington and Quincy Railroad Company et al.* December 9, 1909. Refund of \$14.24 on shipment of slack coal from Frontenac, Kans., to Hastings, Nebr., on account of excessive rate.

8019. *Western Grain and Elevator Company v. Illinois Central Railroad Company*. November 30, 1909. Refund of \$13 on 13 cars of corn from East St. Louis, Ill., to New Orleans, La., on account of excessive rate.

8027. *Mandt Wagon Company v. Yazoo and Mississippi Valley Railroad Company*. March 3, 1910. Refund of \$2.18 on shipment of lumber from Blue Lakes, Miss., to Stoughton, Wis., on account of excessive rate.

8028. *R. L. Goyer v. Mobile and Ohio Railroad Company*. February 7, 1910. Refund of \$45.98 on two cars of sugar from New Orleans, La., to Syracuse, N. Y., on account of excessive rate.

8029. *G. Heileman Brewing Company v. Chicago, Milwaukee and St. Paul Railway Company*. January 20, 1910. Refund of \$27.54 on two shipments of beer from La Crosse, Wis., to Jackson, Minn., on account of excessive rate.

8031. *Dewey Portland Cement Company v. Atchison, Topeka and Santa Fe Railway Company*. January 4, 1910. Refund of \$13.98 on shipment of air compressors from Franklin, Pa., to Dewey, Okla., on account of excessive rate.

8032. *American Steel and Wire Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company*. December 14, 1909. Refund of \$20.33 on shipment of wire, nails, staples, and fencing from Richmond, Ind., to Cochrane, Wis., on account of excessive rate.

8034. *Houston River and Canal Company v. Louisiana Western Railroad Company et al.* October 13, 1910. Refund of \$72.50 on three cars of rice from Houston, Tex., to Sulphur and Edgerly, La., on account of excessive rate.

8035. *Phoenix Wholesale Meat and Produce Company v. Atchison, Topeka and Santa Fe Railway Company et al.* January 8, 1910. Refund of \$67.68 on shipment of hogs from Stafford and Partridge, Kans., to Phoenix, Ariz., on account of excessive rate.

8037. *Monarch Lumber Company v. Illinois Central Railroad Company et al.* October 25, 1910. Refund of \$57.56 on four cars of lumber from Vernon and Vandalia, Ill., to Gary, Ind., on account of excessive rate.

8039. *American Sheet and Tin Plate Company v. Baltimore and Ohio Railroad Company et al.* March 21, 1910. Refund of \$1.81 on shipment of galvanized iron from Cambridge, Ohio, to West Bend, Wis., on account of excessive rate.

8040. *Horlick's Malted Milk Company v. Illinois Central Railroad Company et al.* December 22, 1909. Refund of \$174.12 on shipment of malted milk from Racine, Wis., to New Orleans, La., for export, on account of excessive rate.

8042. *Standard Mirror Company v. Southern Railway Company et al.* March 4, 1910. Refund of \$57.64 on shipment of plate glass from Glassmer, Pa., to Lexington, N. C., on account of excessive rate.

8043. *Acme Cement Plaster Company v. Lake Shore and Michigan Southern Railway Company et al.* December 13, 1909. Refund of \$102.46 on three cars of crushed gypsum rock from Grand Rapids, Mich., to New Castle, Pa., on account of excessive rate.

8046. *Sterling Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 7, 1910. Refund of \$2.40 on shipment of implements from Rock Falls, Ill., to Hartford, Mich., on account of excessive rate.

8066. *Kerry and Hanson Flooring Company v. Michigan Central Railroad Company et al.* January 12, 1910. Refund of \$12.69 on shipment of lumber from Grayling, Mich., to Rockford, Ill., on account of excessive rate.

8067. *Empire Carbon Works v. Mobile and Ohio Railroad Company et al.* December 6, 1909. Refund of \$15 on shipment of fertilizer from East St. Louis, Ill., to Gibson, Tenn., on account of excessive rate.

8068. *Lake Creek Lumber Company v. Chicago, Rock Island and Pacific Railway Company et al.* June 15, 1910. Refund of \$348.40 on 12 cars of lumber from Ulmer, Tex., to Chicago and Aurora, Ill., on account of excessive rate.

8070. *J. O. McIntosh v. San Pedro, Los Angeles and Salt Lake Railroad Company*. December 29, 1909. Refund of \$108.80 on shipment of beer from Los Angeles, Cal., to Pioche, Nev., on account of excessive rate.

8072. *M. L. Coleman Lumber Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* December 9, 1909. Refund of \$667.94 on 33 cars of lumber from Zinc, Norfolk, Calico, and Crickett, Ark., to Aurora, Mo., on account of excessive rate. June 3, 1910. Additional refund of \$13.80.

8073. *Wire and Cable Company v. New York Central and Hudson River Railroad Company.* December 13, 1909. Refund of \$9.64 on four shipments of balata from New York, N. Y., to Montreal, Quebec, on account of excessive rate.

8074. *Truscott Boat Manufacturing Company v. Michigan Central Railroad Company et al.* January 7, 1910. Refund of \$27.50 on shipment of one launch from St. Joseph, Mich., to Delevan, Wis., on account of excessive rate.

8075. *Spiegels House Furnishing Company v. Pennsylvania Railroad Company et al.* February 18, 1910. Refund of \$8.43 on one car of furniture from Youngsville, Pa., to Chicago, Ill., on account of excessive rate.

8077. *Mississippi Glass Company v. Chicago and Alton Railroad Company et al.* September 21, 1910. Refund of \$9 on shipment of fire clay from Farber, Mo., to St. Louis, Mo., on account of excessive rate.

8081. *C. and J. Michel Brewing Company v. Chicago and North Western Railway Company.* January 4, 1910. Refund of \$28.57 on two cars of beer from La Crosse, Wis., to Huron, S. Dak., on account of excessive rate.

8082. *Steele and Hibbard Lumber Company v. Canadian Northern Railway Company et al.* January 4, 1910. Refund of \$22.02 on two shipments of hardwood lumber from St. Louis, Mo., to Winnipeg, Manitoba, on account of excessive rate.

8084. *Anheuser-Busch Brewing Association v. Chicago, Rock Island and Pacific Railway Company et al.* December 18, 1909. Refund of \$211.49 on four shipments of empty beer carriers returned from Bisbee, Ariz., to Forsythe Junction, Mo., on account of excessive rate.

8085. *French Lick Springs Hotel Company v. Southern Railway Company et al.* April 13, 1910. Refund of \$3.26 on shipment of mineral water from French Lick Springs, Ind., to Mobile, Ala., on account of excessive rate.

8086. *Eastern Dynamite Company v. Southern Railway Company et al.* April 12, 1910. Refund of \$60.76 on shipment of whiting from Westville, N. J., to East Birmingham, Ala., on account of excessive rate.

8089. *Daniel Lamb v. Cincinnati Northern Railroad Company et al.* February 4, 1910. Refund of \$6 on shipment of scrap iron from Van Wert, Ohio, to Fort Wayne, Ind., on account of excessive rate.

8091. *J. M. Gobble and Company v. Chicago, Rock Island and Pacific Railway Company et al.* January 8, 1910. Refund of \$36.45 on shipment of salt from Saginaw, Mich., to Milan, Ill., on account of excessive rate.

8092. *Neubold Whiting Company, Incorporated, v. West Jersey and Seashore Railroad Company et al.* June 3, 1910. Refund of \$70 on three cars of whiting from Westville, N. J., to Chicago, Ill., on account of excessive rate.

8093. *James B. Clow and Sons v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.* November 29, 1909. Refund of \$18.43 on five cars of cast-iron pipe from Newcomerstown, Ohio, to Chillicothe, Ill., on account of excessive rate.

8095. *D. B. Scully Syrup Company v. Pennsylvania Railroad Company et al.* January 31, 1910. Refund of \$83.60 on two cars of molasses from Philadelphia, Pa., to Chicago, Ill., on account of excessive rate.

8101. *Montevideo Roller Mill Company v. Anchor Line.* January 21, 1910. Refund of \$1.04 on shipment of flour from Montevideo, Minn., to Philadelphia, Pa., on account of excessive rate.

8102. *S. Dunkin v. Atchison, Topeka and Santa Fe Railway Company.* February 1, 1910. Waive collection of \$142.38 on shipment of apples from Peck, Kans., to La Junta, Colo., on account of excessive rate.

8105. *E. L. Foy and Company v. Maryland and Pennsylvania Railroad Company et al.* December 6, 1909. Refund of \$35.26 on shipment of slate flour from Castle Fin, Pa., to Baltimore, Md., on account of excessive rate.

8107. *H. W. Selle and Company v. Chicago and North Western Railway Company et al.* April 11, 1910. Refund of \$4.56 on one car of excelsior from Rice Lake, Wis., to Peoria, Ill., on account of excessive rate.

8110. *Mesa County Irrigation District v. Wells Fargo and Company et al.* January 4, 1910. Refund of \$1.80 on one car of machinery from Connersville, Ind., to Palisade, Colo., on account of excessive rate.

8113. *Morris and Company v. Louisville and Nashville Railroad Company et al.* May 5, 1910. Refund of \$16.19 on one car of packing-house products from East St. Louis, Ill., to Appalachia (Stonega), Va., on account of excessive rate.

8116. *Hebron Fire and Pressed Brick Company v. Northern Pacific Railway Company*. January 10, 1910. Refund of \$26.70 on shipment of pressed brick from Hebron, S. Dak., to Hibbing, Minn., on account of excessive rate.

8117. *J. H. Kaiser Lumber Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company*. February 8, 1910. Refund of \$24.42 on two shipments of lumber from Eau Claire, Wis., to Peoria, Ill., on account of excessive rate.

8118. *Summit Lumber Company v. Chicago, Rock Island and Pacific Railway Company et al.* December 6, 1909. Refund of \$8.24 on shipment of lumber from Luter, La., to St. Louis, Mo., on account of excessive rate.

8119. *King Collic and Company et al. v. Chicago, Rock Island and Pacific Railway Company et al.* June 6, 1910. Refund of \$203.17 on shipments of cotton from Oklahoma points to Galveston, Tex., for export on account of excessive rate.

8123. *G. S. Briggs and Company v. Atlantic Coast Line Railroad Company*. January 5, 1910. Refund of \$13.56 on shipment of lumber from Kelford, N. C., to Pinners Point, Va., on account of excessive rate.

8124. *Dibert Stark and Brown Cypress Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* December 18, 1909. Refund of \$4.76 on shipment of lumber from Donner, La., to Louisiana, Mo., on account of excessive rate.

8125. *Wisconsin Furniture Manufacturing Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company*. January 19, 1910. Refund of \$10.03 on shipment of furniture from Neillsville, Wis., to Sioux Falls, S. Dak., on account of excessive rate.

8126. *Thief River Falls Lumber Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company*. January 15, 1910. Refund of \$14.10 on one car of lumber from Thief River Falls, Minn., to Bradford, Iowa, on account of excessive rate.

8127. *Andrews Grain Company v. Northern Pacific Railway Company et al.* February 5, 1910. Waive collection of \$21.04 on shipment of corn from Dalton, Iowa, to Mapleton, N. Dak., on account of excessive rate.

8128. *Burnham, Williams and Company v. Philadelphia and Reading Railway Company et al.* January 15, 1910. Refund of \$75 on shipment of one locomotive and tender from Philadelphia, Pa., to Meridian, Miss., on account of excessive rate.

8129. *Marienthal and Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company*. December 15, 1909. Refund of \$13.35 on one car of green salted hides from Cincinnati, Ohio, to Columbus, Ind., on account of excessive rate.

8131. *Woodbury Bottle Works v. Norfolk and Western Railway Company et al.* December 18, 1909. Refund of \$422.28 on three shipments of soda ash from Saltville, Va., to Woodbury, N. J., on account of excessive rate.

8132. *Dupont Powder Company v. Philadelphia and Reading Railway Company*. December 10, 1909. Refund of \$31.43 on two cars of powder from Carneys Point, N. J., to Iona Island, N. Y., on account of excessive rate.

8134. *T. M. Roberts Cooperative Supply Company and Vaughn Manufacturing Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company*. April 26, 1910. Refund of \$15.30 on one car of wagons, knocked down, from Jefferson, Wis., to Minneapolis, Minn., on account of excessive rate.

8137. *Reedsburg Canning Company v. Chicago and North Western Railway Company*. January 11, 1910. Refund of \$64.91 on shipment of tin cans from Chicago, Ill., to Reedsburg, Wis., on account of excessive rate.

8140. *Southern Pine Lumber Company v. Atlantic Coast Line Railroad Company*. December 29, 1909. Refund of \$46.71 on two cars of lumber and one car of shingles from Donaldsonville, Ga., to Montgomery, Ala., on account of excessive rate.

8141. *Kilpatrick Brothers v. Chicago, Burlington and Quincy Railroad Company*. February 17, 1910. Refund of \$182 on 28 cars of cattle from Pampa, Tex., to Alliance, Nebr., on account of excessive rate.

8144. *Monarch Lumber Company v. St. Louis Southwestern Railway Company*. January 18, 1910. Refund of \$5 on shipment of lumber from Alberta, La., to Winfield, Iowa, on account of drayage due to misrouting.

8146. *Redman Magee and Company v. St. Louis Southwestern Railway Company.* October 3, 1910. Refund of 50 cents on two cars of oats from Cairo, Ill., to Little Rock, Ark., on account of nonallowance for grain doors.

8147. *Great Western Cereal Company v. Elgin, Joliet and Eastern Railway Company.* November 23, 1910. Refund of \$8 on shipment of molasses dried grains from Joliet, Ill., to Boston, Mass., on account of excessive rate.

8148. *Woodbury Glass Company v. Grand Rapids and Indiana Railway Company et al.* June 4, 1910. Refund of \$35.21 on two cars of sand from Ottawa, Ill., to Winchester, Ind., on account of excessive rate.

8149. *Babbitt Brothers v. Atchison, Topeka and Santa Fe Railway Company.* January 18, 1910. Refund of \$106 on shipment of eggs from Topeka, Kans., to Flagstaff, Ariz., on account of excessive rate.

8150. *American Tobacco Company v. Philadelphia and Reading Railway Company.* February 8, 1910. Refund of \$285.74 on nine shipments of tobacco from Lititz, Pa., to Richmond, Va., on account of excessive rate.

8152. *Virginia-Carolina Chemical Company v. St. Louis Southwestern Railway Company.* January 4, 1910. Waive collection of \$42 undercharge on 42 cars of sulphuric acid from Iola, Kans., and Kansas City, Mo., to Shreveport, La., on account of nonabsorption of switching charges.

8153. *Southern Elevator Company v. St. Louis Southwestern Railway Company.* September 21, 1910. Refund of \$1.60 on one car of corn and wheat from East St. Louis, Ill., to Alexandria, La., on account of nonallowance for grain doors.

8154. *Greer-Wilkinson Lumber Company v. St. Louis Southwestern Railway Company.* December 6, 1909. Refund of \$4.50 on lumber from Prosser, Tex., to Denver, Ind., on account of drayage due to misrouting.

8156. *Northern Iron Company v. Delaware and Hudson Company.* November 27, 1909. Refund of \$37.52 on one car of pig iron from Port Henry, N. Y., to Burlington, N. J., on account of excessive rate.

8157. *Chase and Company v. Southern Railway Company.* October 4, 1910. Refund of \$13.50 on shipment of oranges from Jacksonville, Fla., to Washington, D. C., on account of excessive rate.

8161. *Evans-Snyder-Buel Company v. Missouri, Kansas and Texas Railway Company.* January 21, 1910. Refund of \$16.60 on shipment of sheep from Kincaid, Kans., to Kansas City, Mo., on account of two single-deck cars being furnished instead of one double-deck car, as ordered.

8162. *Tarr and McComb v. Sunset Railroad Company.* January 11, 1910. Refund of \$756.33 on 96 cars of crude oil from Hazelton, Cal., to Clifton and Nogales, Ariz., on account of excessive rate.

8166. *Mosher and Parker v. Union Pacific Railroad Company et al.* March 5, 1910. Refund of \$12.96 on one car of potatoes from Auburn, Colo., to Stamford, Tex., on account of excessive rate.

8167. *Southern Cotton Oil Company v. New Orleans and Northeastern Railroad Company.* March 3, 1910. Refund of \$92.03 on shipment of molasses from New Orleans, La., to Columbus, Miss., on account of excessive rate.

8168. *Pittsburg Clay Products Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.* February 17, 1910. Refund of \$78.16 on four cars of paving brick and clay from New Cumberland, W. Va., to Millsboro, Pa., on account of excessive rate.

8169. *National Rice Milling Company v. Missouri, Kansas and Texas Railway Company of Texas et al.* December 14, 1909. Refund of \$134.84 on one car of rice from Dorson, Tex., to New Orleans, La., on account of excessive rate.

8170. *Minneapolis Brewing Company v. Chicago, Burlington and Quincy Railroad Company.* April 11, 1910. Refund of \$19.82 on shipment of empty beer barrels and bottles from Deadwood, S. Dak., to Minneapolis, Minn., on account of excessive rate.

8171. *E. Dillon's Sons v. Chesapeake and Ohio Railway Company et al.* December 16, 1909. Refund of \$15.30 on shipment of lime from Indian Rock, Va., to Glen Ferris, W. Va., on account of excessive rate.

8172. *Wooten and Potts v. Chicago, Rock Island and Pacific Railway Company.* February 17, 1910. Refund of \$53.44 on shipment of compressed cotton from Hobart, Okla., to Kobe, Japan, on account of excessive rate.

8173. *Barber Asphalt Paving Company v. Lake Shore and Michigan Southern Railway Company et al.* January 14, 1910. Refund of \$138.25 on three cars of cement from Wyandotte, Mich., to Fond du Lac and Oshkosh, Wis., on account of excessive rates.

8174. *Buffalo and Susquehanna Iron Company v. Buffalo and Susquehanna Railway Company et al.* April 13, 1910. Refund of \$19.49 on shipment of sanded pig iron from Blasdell, N. Y., to Bangor, Me., on account of excessive rate.

8175. *T. R. Coughlon Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company.* November 30, 1909. Waive collection of \$11.43 undercharge on shipment of wood from Knapp, Wis., to Mankato, Minn., on account of excessive rate.

8177. *American Rolling Mill Company v. Cincinnati, Hamilton and Dayton Railway Company et al.* January 14, 1910. Refund of \$14.43 on shipment of spelter dross from Middletown, Ohio, to Sandoval, Ill., on account of excessive rate.

8178. *Darling and Company v. Erie Railroad Company.* January 15, 1910. Refund of \$18 on shipment of fertilizer from Chicago, Ill., to Yorkshire, Ohio, on account of excessive rate.

8180. *Charles W. Taylor v. Chicago, Burlington and Quincy Railroad Company.* December 13, 1909. Refund of \$89 on shipment of emigrant movables from Lead, S. Dak., to McCook, Nebr., on account of excessive rate.

8182. *H. F. Cover v. Northern Central Railway Company et al.* December 31, 1909. Refund of \$23.21 on four cars of hogs and sheep from Taneytown, Md., to Claremont, Md., on account of two small cars being furnished instead of one large car as ordered.

8184. *Ranney-Davis Mercantile Company v. Mallory Steamship Company et al.* February 9, 1910. Refund of \$8.34 on five shipments of cotton piece goods from New York, N. Y., to Arkansas City, Kans., on account of excessive rate.

8185. *Bemis Omaha Bag Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 30, 1909. Refund of \$554.72 on three shipments of burlap sugar bags from Omaha, Nebr., to Swink and Holly, Colo., on account of excessive rate.

8186. *Abernathy Furniture Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 21, 1910. Refund of \$100.51 on 10 shipments of iron beds from Kenosha, Wis., and Bradley, Ill., to Kansas City, Mo., on account of excessive rate.

8193. *Joshua Anthony v. Boston and Maine Railroad.* January 29, 1910. Refund of \$16.04 on six cars of coal from Mayfield, Pa., to Ushers, N. Y., on account of excessive rate.

8202. *Brittain and Company v. Great Northern Railway Company et al.* February 1, 1910. Refund of \$13 on shipment of smoked meat from Marshalltown, Iowa, to Portland, Oreg., on account of excessive rate.

8203. *Standard Asphalt and Rubber Company v. Atchison, Topeka and Santa Fe Railway Company.* February 11, 1910. Refund of \$931.27 on 44 shipments of asphalt from Independence, Kans., to Shawnee, Okla., on account of excessive rate.

8204. *Helvetia Milk Condensing Company v. Northern Pacific Railway Company et al.* September 21, 1910. Refund of \$16.80 on shipment of condensed milk from Greenville, Ill., to Gardiner, Mont., on account of excessive rate.

8205. *Wm. Kelly Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* March 7, 1910. Refund of \$24.36 and waive collection of \$0.44 on shipment of flour, bran, and corn meal from Hutchinson, Kans., to Las Animas, Colo., on account of excessive rate.

8211. *G. M. Rosengrant v. Alabama, Tennessee and Northern Railroad Company.* February 23, 1910. Refund of \$82.08 on two shipments of staves from Dillburg, Ala., to New Orleans, La., on account of excessive rate.

8212. *H. D. Lee Mercantile Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* February 23, 1910. Refund of \$16.20 on one car of apples from Wykoff, Minn., to Salina, Kans., on account of excessive rate.

8213. *Big Muddy Carterville Mining Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* December 9, 1909. Refund of \$24.99 on one car of coal from Royalton, Ill., to Fort Worth, Tex., on account of excessive rate.

8214. *American Milling Company v. Chicago, Burlington and Quincy Railroad Company.* January 11, 1910. Refund of \$1.51 on one car of feed from Peoria, Ill., to Burlington, Iowa, on account of excessive rate.

8216. *Graves Shale Paving Brick Company v. Southern Railway Company et al.* June 16, 1910. Refund of \$76.98 on eight cars of paving brick from Graves Mines, Ala., to Jacksonville, Fla., on account of excessive rate.

8219. *Swift Fertilizer Works v. Atlantic Coast Line Railroad Company et al.* January 10, 1910. Refund of \$6 on fertilizer from Wilmington, N. C., to Milford, Va., on account of excessive rate.

8221. *Coal Hill Coal Company v. Chicago and Eastern Illinois Railroad Company et al.* January 25, 1910. Refund of \$39.60 on one car of coal from West Frankfort, Ill., to Stuart, Nebr., on account of excessive rate.

8222. *Fullerton-Powell Hardwood Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* January 5, 1910. Refund of \$10.08 on shipment of lumber from Skene, Miss., to Fairfield, La., on account of excessive rate.

8223. *R. D. Winship and Company v. Illinois Central Railroad Company.* March 17, 1910. Refund of \$36.09 on three cars of molasses or masquette from Waverly, Iowa, to South Bartonville, Ill., on account of excessive rate.

8224. *N. G. Ferguson v. Nashville, Chattanooga and St. Louis Railway Company.* January 13, 1910. Refund of \$11.73 on shipment of corn from Jasper, Tenn., to Chattanooga, Tenn., on account of excessive rate.

8225. *The Albert Dickinson Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.* January 24, 1910. Refund of \$15 on one car of limestone grits from Piqua, Ohio, to Minneapolis, Minn., on account of excessive rate.

8229. *United Iron Works v. Great Northern Railway Company et al.* November 18, 1910. Refund of \$38.23 on one car of bar steel from Youngstown, Ohio, to Spokane, Wash., on account of excessive rate.

8230. *Hydraulic Press Brick Company v. Cincinnati and Muskingum Valley Railroad Company et al.* November 22, 1910. Refund of \$136.01 on shipment of brick from Roseville, Ohio, to Alexandria, La., on account of excessive rate.

8233. *Seattle Brewing and Malting Company v. Southern Pacific Company.* December 18, 1909. Refund of \$330 on shipments of beer from Seattle, Wash., to Reno, Nev., on account of excessive refrigerating charge.

8238. *W. T. Calhoun v. Southern Railway Company et al.* May 4, 1910. Refund of \$338.65 on eight shipments of watermelons from Seigling, S. C., to Pittsburg, Pa., on account of excessive rate.

8239. *Pittman and Harrison Company v. St. Louis, Iron Mountain and Southern Railway Company.* November 29, 1909. Refund of \$59.85 on one car of oats from Bokchito, Okla., to Camden, Ark., on account of excessive rate.

8240. *Waters Pierce Oil Company v. Wabash Railroad Company et al.* December 7, 1909. Refund of \$36.40 on shipment of paraffine wax from Whiting, Ind., to San Antonio, Tex., on account of excessive rate.

8241. *Droge Brothers Elevator Company v. Chicago, Burlington and Quincy Railroad Company.* November 30, 1909. Refund of \$24.24 on seven shipments of hay from Ashland, Schuyler, Tremont, and Red Cloud, Nebr., to Council Bluffs, Iowa, on account of excessive minimum.

8253. *Diamond Match Company v. Southern Pacific Company.* February 28, 1910. Refund of \$478.54 on seven shipments of matches from Chico, Cal., to Spokane, Wash., on account of excessive rate.

8255. *W. G. Pearne, Jr., v. Southern Pacific Company.* December 1, 1909. Refund of \$431.95 on five cars of barley from Yuba City, Cal., to Reno, Nev., on account of excessive rate.

8257. *Midland Linseed Company v. Union Pacific Railroad Company et al.* March 22, 1910. Refund of \$10.50 on one car of oil meal from Minneapolis, Minn., to Onaga, Kans., on account of excessive rate.

8260. *National Biscuit Company v. St. Louis Southwestern Railway Company et al.* March 31, 1910. Refund of \$13.41 on four shipments of gum lumber and box shooks from Blytheville, Ark., to Fort Worth, Tex., on account of excessive rate.

8261. *A. Leschen and Son Rope Company v. St. Louis, Iron Mountain and Southern Railway Company.* December 10, 1909. Refund of \$34.06 on three shipments of wire rope from St. Louis, Mo., to Colon, Panama, on account of excessive rate.

8262. *Bettendorf Axle Company v. Chicago, Burlington and Quincy Railroad Company et al.* March 25, 1910. Refund of \$12.44 on two cars of car bolsters from Bettendorf, Iowa, to Dayton, Ohio, on account of excessive rate.

8263. *Ruddock-Orleans Cypress Company v. Illinois Central Railroad Company et al.* December 10, 1909. Refund of \$10.45 on shipment of lumber from New Orleans, La., to Ravenswood, Ill., on account of excessive rate.

8319. *Wolf Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* December 29, 1909. Refund of \$37.73 on shipment of flour and shorts and shipment of flour and bran from Ellinwood, Kans., to La Junta, Colo., on account of excessive rate.

8320. *M. Ainsa and Sons v. Atchison, Topeka and Santa Fe Railway Company et al.* February 11, 1910. Refund of \$153.12 on two shipments of flour from Monte Vista, Colo., to El Paso, Tex., on account of excessive rate.

8321. *J. H. Turner v. Atchison, Topeka and Santa Fe Railway Company.* December 14, 1909. Refund of \$78.29 on two shipments of hay from Virgil, Kans., to Las Animas, Colo., on account of excessive rate.

8323. *International Harvester Company of America v. New York Central and Hudson River Railroad Company.* January 28, 1910. Refund of \$24.30 on three shipments of implements from Auburn, N. Y., to Hopkinsville, Mayfield, and La Center, Ky., on account of excessive rate.

8324. *Ozark Cooperage and Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* January 27, 1910. Refund of \$11.28 on shipment of staves from Friars Point, Miss., to Montgomery, Minn., on account of excessive rate.

8327. *Pieser-Livingston Company v. Oregon Railroad and Navigation Company et al.* October 18, 1910. Refund of \$172.50 on shipment of flour from Athena, Oreg., to Chicago, Ill., on account of larger cars being furnished than ordered.

8328. *Hufnagle and Miller v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* April 4, 1910. Refund of \$10 on one car of corn and oats from Red Key, Ind., to Rochester, Pa., on account of excessive rate.

8329. *Goetz Pressed Brick Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* February 12, 1910. Refund of \$26.46 on three cars of ground shale from New Albany, Ind., to Louisville, Ky., on account of excessive rate.

8330. *A. B. Edwards v. Southwestern Railway Company et al.* July 26, 1910. Refund of \$13.62 on two cars of beef cattle from Halsell, Tex., to St. Louis, Mo., on account of excessive rate.

8331. *C. Morton Stewart v. Philadelphia, Baltimore and Washington Railroad Company et al.* June 23, 1910. Refund of \$9.50 on shipment of one horse from Baltimore, Md., to Warrenton, Va., on account of excessive rate.

8332. *John C. Moomaw Company, Incorporated, v. Norfolk and Western Railway Company.* January 25, 1910. Refund of \$20.46 on one car of canned tomatoes from Glenvar, Va., to Chillicothe, Ohio, on account of excessive rate.

8333. *Southern Bitulithic Company v. Western Railway of Alabama et al.* March 28, 1910. Refund of \$364.30 on six cars of crushed stone from Montgomery, Ala., to Columbus, Ga., on account of excessive rate.

8334. *Wolf Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* December 11, 1909. Refund of \$15.02 on shipment of flour from Ellinwood, Kans., to Fowler, Colo., on account of excessive rate.

8337. *Pioneer Pole and Shaft Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company et al.* September 26, 1910. Refund of \$22.20 on shipment of poles and shafts from Troy, Ohio, to Janesville, Wis., on account of excessive rate.

8338. *Wommack and Hanna v. Atchison, Topeka and Santa Fe Railway Company.* December 9, 1909. Waive collection of \$59.93 undercharge on coal from Radley, Kans., to Braman, Okla., on account of excessive rate.

8339. *Beaver Dam Manufacturing Company v. Lake Shore and Michigan Southern Railway Company.* February 12, 1910. Refund of \$19.80 on shipment of wooden agricultural wheels from La Porte, Ind., to Beaver Dam, Wis., on account of excessive rate.

8340. *Diamond Match Company v. Southern Pacific Company.* December 9, 1909. Refund of \$59.04 on shipment of matches from Chico, Cal., to Clifton, Ariz., on account of excessive rate.

8341. *Wood, Sullivan Company v. Tonopah and Tidewater Company et al.* February 25, 1910. Refund of \$8.80 on two shipments of blasting caps from Richmond, Cal., to Goldfield, Nev., on account of excessive rate.

8342. *Silva and Bergtholdt Company v. Tonopah and Tidewater Company et al.* May 4, 1910. Refund of \$34.30 on shipment of fruit and vegetables from San Francisco, Cal., to Goldfield, Nev., on account of excessive rate.

8343. *Silva and Bergtholdt Company v. Tonopah and Tidewater Company et al.* February 28, 1910. Refund of \$37.74 on shipment of fruit and vegetables from San Francisco, Cal., to Goldfield, Nev., on account of excessive rate.

8345. *Security Warehouse and Elevator Company v. Illinois Central Railroad Company.* January 25, 1910. Refund of \$6 on four cars of grain from East St. Louis, Ill., to various points, on account of nonallowance for grain doors.

8347. *J. F. Humphreys and Company v. Illinois Central Railroad Company.* January 7, 1910. Refund of \$34.98 on 15 shipments of cheese from Plymouth, Wis., to Bloomington, Ill., on account of excessive rate.

8349. *Flowers Brothers v. Yazoo and Mississippi Valley Railroad Company et al.* January 11, 1910. Refund of \$487.50 on two cars of sugar from Bayou Goula, La., to Vicksburg, Miss., on account of excessive rate.

8350. *Penrod Walnut and Veneer Company v. St. Louis and San Francisco Railroad Company.* February 23, 1910. Refund of \$473.04 on 15 cars of cottonwood logs from Verdigris, Okla., to Kansas City, Mo., on account of excessive rate.

8352. *Sterling Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company et al.* December 21, 1909. Refund of \$10.44 on three cars of implements from Rock Falls, Ill., to Rochester, Lenox, and Scotts, Mich., on account of excessive rate.

8355. *International Harvester Company of America v. Chicago, Burlington and Quincy Railroad Company et al.* December 14, 1909. Refund of \$3.60 on shipment of implements from Rock Falls, Ill., to Durand, Mich., on account of excessive rate.

8358. *Sterling Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 5, 1910. Refund of \$6.44 on three cars of implements from Rock Falls, Ill., to Port Huron, Mich., on account of excessive rate.

8360. *E. Sondheim Company v. Yazoo and Mississippi Valley Railroad Company.* December 13, 1909. Refund of \$4.01 on shipment of lumber from Clarksdale, Miss., to East Moline, Ill., on account of excessive rate.

8361. *Southern Grain and Produce Company v. Louisiana and Arkansas Railway Company et al.* January 20, 1910. Refund of \$14.40 on shipment of oats from Kansas City, Mo., to Hope, Ark., on account of excessive rate.

8363. *Burnet and Robuck v. Galveston, Harrisburg and San Antonio Railway Company et al.* January 8, 1910. Refund of \$13.29 on shipment of cattle from Sample, Tex., to Algiers, La., on account of excessive rate.

8364. *Wisconsin Pulp and Paper Manufacturers v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* February 8, 1910. Refund of \$1.14 on shipment of iron cores from Wheeling, W. Va., to Grand Rapids, Wis., on account of excessive rate.

8365. *Keever Starch Company v. Norfolk and Western Railway Company.* November 30, 1909. Refund of \$8.40 on one car of starch from Columbus, Ohio, to Fries, Va., on account of excessive rate.

8366. *American Maize Products Company v. Chicago, Milwaukee and St. Paul Railway Company.* August 16, 1910. Refund of \$14.38 on one car of corn sirup from Roby, Ind., to Chillicothe, Mo., on account of excessive rate.

8367. *Baker and Hamilton v. Atchison, Topeka and Santa Fe Railway Company et al.* June 21, 1910. Refund of \$42.62 on shipment of bicycle steel wheel rims from Utica, N. Y., to San Francisco, Cal., on account of excessive rate.

8369. *Wisconsin Pulp and Paper Manufacturers v. Grand Trunk Railway System.* March 10, 1910. Refund of \$2.86 on shipment of iron cores from Buffalo, N. Y. to Grand Rapids, Wis., on account of excessive rate.

8370. *Newtown Ice and Storage Company v. Philadelphia and Reading Railway Company.* January 18, 1910. Refund of \$34.77 on three cars of ice from Newtown, Pa., to Trenton, N. J., on account of excessive rate.

8371. *Marshall Oil Company v. Iowa Central Railway Company et al.* November 30, 1909. Refund of \$30.86 on two cars of oil and gasoline from Erie, Kans., to Mason City, Iowa, on account of excessive rate.

8372. *Los Angeles Sack Company v. San Pedro, Los Angeles and Salt Lake Railroad Company et al.* March 21, 1910. Refund of \$443.67 on one car of burlap bags from Los Angeles, Cal., to New Castle, Colo., on account of excessive rate.

8373. *Great Western Cereal Company v. Elgin, Joliet and Eastern Railway Company et al.* February 23, 1910. Refund of \$8 on shipment of sucrose feed from Joliet, Ill., to Hamburg, N. J., on account of excessive rate.

8378. *Ferguson-McDaris Lumber Company v. St. Louis, Iron Mountain and Southern Railway Company.* January 18, 1910. Refund of \$12 on one car of lumber from White, Ark., to Cincinnati, Ohio, on account of excessive demurrage charges.

8387. *Rockford Sand and Gravel Company v. Illinois Central Railroad Company et al.* January 20, 1910. Refund of \$79.97 on shipment of gravel from Rockford, Ill., to Tolleston, Ind., on account of excessive rate.

8388. *Capital City Oil Company v. Yazoo and Mississippi Valley Railroad Company.* February 17, 1910. Refund of \$109.82 on two cars of cottonseed hulls from Vicksburg, Miss., to Baton Rouge, La., on account of excessive rate.

8389. *Pabst Brewing Company v. Southern Pacific Company et al.* December 31, 1909. Refund of \$160.50 on shipment of beer from Milwaukee, Wis., to Austin, Nev., on account of excessive rate.

8390. *Tate Brothers v. Yazoo and Mississippi Valley Railroad Company.* February 25, 1910. Refund of \$130 on shipment of cottonseed meal from Hollywood, Miss., to Waukegon, Ill., on account of excessive rate.

8391. *Ira E. Cousins and W. H. Kozel Lumber Company v. Chicago, Burlington and Quincy Railroad Company.* December 28, 1909. Refund of \$13.80 on shipment of straw from Wayne, Kans., to Kansas City, Mo., and car of hay from Morrow, Kans., to Kansas City, Mo., on account of larger car being furnished than ordered.

8392. *La Crosse Plow Company v. Chicago, Burlington and Quincy Railroad Company et al.* March 5, 1910. Refund of \$25.95 on seven cars of plow wheels from La Porte, Ind., to La Crosse, Wis., on account of excessive rate.

8394. *Curtis Sash and Door Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* July 21, 1910. Refund of \$16.63 on one car of sash and doors from Sioux City, Iowa, to Philip, S. Dak., on account of excessive rate.

8396. *Western Meat Company v. Southern Pacific Company.* April 4, 1910. Refund of \$92.06 on one car of hay from Lovelock, Nev., to Oakland, Cal., on account of excessive rate.

8397. *Albany Grocery Company v. Atlantic Coast Line Railroad Company.* July 12, 1910. Refund of \$124.37 on 10 shipments of peas from Timmonsville, S. C., etc., to Albany, Ga., on account of excessive rate.

8404. *Colfax and Steele v. New York, Susquehanna and Western Railroad Company.* January 25, 1910. Refund of \$17.98 on two cars of crushed stone from Pompton Lakes, N. J., to Unionville, N. Y., on account of excessive rate.

8410. *Armour and Company v. St. Louis and San Francisco Railroad Company.* December 31, 1909. Refund of \$108.80 on 23 shipments of butterine from Kansas City, Mo., to Helena, Ark., New Orleans, La., and Mobile, Ala., on account of excessive rate.

8411. *Dutton Phosphate Company v. Atlantic Coast Line Railroad Company.* December 10, 1909. Refund of \$428.25 on 18 cars of phosphate rock from Clark, Fla., to Brunswick, Ga., on account of excessive rate.

8415. *J. Lipsitz v. Boston and Albany Railroad Company et al.* April 6, 1910. Refund of \$21.63 on three cars of scrap iron from East Boston, Mass., to Collinsville, Conn., on account of excessive rate.

8416. *Bonner Oil Company v. International and Great Northern Railroad Company et al.* December 29, 1909. Refund of \$59.06 on shipment of lubricating oil from Struthers, Pa., to Houston, Tex., on account of excessive rate.

8417. *M. C. Shay v. Boston and Albany Railroad Company.* January 14, 1910. Refund of \$8 on shipment of hay from Chatham Center, N. Y., to Pittsfield, Mass., on account of excessive rate.

8418. *American Wire Fence Company v. Missouri Pacific Railway Company et al.* March 8, 1910. Refund of \$92 on car of iron woven wire concrete reinforcements from Libertyville, Ill., to Salt Lake City, Utah, on account of excessive rate.

8421. *Victor Chemical Company v. Chicago and Eastern Illinois Railroad Company.* January 29, 1910. Refund of \$43.70 on one car of lime from Chicago Heights, Ill., to Brooklyn, N. Y., on account of excessive rate.

8424. *American Tobacco Company v. Norfolk and Western Railway Company et al.* January 24, 1910. Refund of \$69.13 on 32 cars of tobacco from Bedford, Va., to Danville, Va., on account of excessive rate.

8425. *Alabama Fuel and Iron Company v. Central of Georgia Railway Company.* September 21, 1910. Refund of \$225.86 on six cars of coal from Margaret, Ala., to Claymont, Ga., and Dedrick, Ga., on account of excessive rate.

8431. *Riverton Lime Company and Limeton Lime Company v. Coal and Coke Railway Company et al.* October 25, 1910. Refund of \$392.21 on shipment of coal from Emmart, W. Va., to Limeton, Va., on account of excessive rate.

8433. *Consolidated Rail and Steel Company v. Yazoo and Mississippi Valley Railroad Company et al.* January 8, 1910. Refund of \$261.48 on two shipments of scrap iron from Turley, Miss., to East St. Louis, Ill., on account of excessive rate.

8435. *Southern Manufacturing Company v. Southern Railway Company et al.* January 27, 1910. Refund of \$129.15 on three shipments of cotton-factory sweepings from Evansville, Ind., to Athens, Ga., on account of excessive rate.

8436. *Home Fertilizer and Chemical Company v. Merchants and Miners Transportation Company et al.* March 23, 1910. Refund of \$28.52 on shipment of fertilizer material from Baltimore, Md., to Waycross, Ga., on account of excessive rate.

8438. *The Goyer Company v. Yazoo and Mississippi Valley Railroad Company et al.* December 9, 1909. Refund of \$426.20 on two cars of sugar from Port Allen, La., to Greenville, Miss., on account of excessive rate.

8454. *Sievard Milling Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* January 31, 1910. Waive collection of \$236.87 on two shipments of rice from McFadden Switch, Tex., to New Orleans, La., on account of excessive rate.

8455. *Denver Tent and Awning Company v. Colorado and Southern Railway Company et al.* January 7, 1910. Refund of \$20.99 on shipment of cotton duck from Dallas, Tex., to Denver, Colo., on account of excessive rate.

8457. *Aberdeen Wholesale Grocery Company v. Great Northern Railway Company.* November 29, 1909. Refund of \$20.10 on shipment of canned tomatoes from Cambridge, Md., to Aberdeen, S. Dak., on account of excessive rate.

8458. *Carnegie Steel Company v. Pennsylvania Railroad Company et al.* January 10, 1910. Refund of \$20.07 on four cars of new steel rails and fastenings from Bessemer, Pa., to Stony Creek, Va., on account of excessive rate.

8459. *The Postum Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* March 22, 1910. Refund of \$37.20 on shipment of Post toasts from Battle Creek, Mich., to Anthony, Kans., on account of excessive rate.

8460. *Southern Engine and Boiler Works v. Illinois Central Railroad Company et al.* March 22, 1910. Refund of \$14.40 on shipment of machinery from Jackson, Tenn., to Elton, La., on account of excessive rate.

8461. *Parcells Safe Company v. Pennsylvania Company et al.* January 4, 1910. Refund of \$166.93 on five shipments of iron vault fronts and facings from Canton, Ohio, to Los Angeles, Cal., on account of excessive rate.

8463. *Copper Queen Consolidated Mining Company v. El Paso and Southwestern System.* December 9, 1909. Refund of \$136.86 on shipment of prepared roofing and roofing cement from Paraffin, Cal., to Bisbee, Ariz., on account of excessive rate.

8464. *Michigan Condensed Milk Company v. Ann Arbor Railroad Company et al.* July 19, 1910. Refund of \$37.29 on one car of condensed milk from Howell, Mich., to New Orleans, La., on account of excessive rate.

8466. *Hilton Lumber Company v. Atlantic Coast Line Railroad Company et al.* March 4, 1910. Refund of \$10.04 on one car of lumber from Wilmington, N. C., to South Amboy, N. J., on account of excessive rate.

8467. *Fullerton-Powell Hardwood Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* December 15, 1909. Refund of \$12.06 on shipment of lumber from Skene, Miss., to Fairfield, Iowa, on account of excessive rate.

8469. *Paepcke-Leicht Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* December 15, 1909. Refund of \$11.73 on shipment of lumber from Greenville, Miss., to Richmond, Ind., on account of excessive rate.

8470. *Houston Brothers v. Yazoo and Mississippi Valley Railroad Company et al.* December 15, 1909. Refund of \$4.64 on shipment of lumber from Vicksburg, Miss., to Sparta, Mich., on account of excessive rate.

8471. *Marshall-Wells Hardware Company v. Northern Pacific Railway Company.* December 31, 1909. Refund of \$91.09 on shipment of lead pipe and pig lead from Duluth, Minn., to Spokane, Wash., on account of excessive rate.

8472. *Fullerton-Powell Hardwood Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* December 6, 1909. Refund of \$14.10 on shipment of lumber from Skene, Miss., to Honey Creek, Ind., on account of excessive rate.

8475. *W. A. Talmadge and Company v. Northern Pacific Railway Company.* April 7, 1910. Refund of \$10.75 and waive collection of \$127.78 on one car of hay from Roberts, Mont., to Hartford, Wash., on account of excessive rate.

8476. *Tacoma Smelting Company v. Northern Pacific Railway Company.* December 6, 1909. Refund of \$16.37 on shipment of ore from Sagle, Idaho, to Tacoma, Wash., on account of excessive rate.

8477. *Goodrich and Jennings v. Northern Pacific Railway Company.* January 20, 1910. Refund of \$22 on shipment of drugs from Anoka, Minn., to Portland, Oreg., on account of excessive rate.

8480. *Franklin Concrete Company v. Tennessee Central Railroad Company.* December 29, 1909. Refund of \$46.65 on shipment of crushed stone from Woodburn, Ky., to Watertown, Tenn., on account of excessive rate.

8481. *Pennsylvania Steel Company v. Philadelphia and Reading Railway Company et al.* February 11, 1910. Refund of \$6.66 on two cars of bridge iron from Steelton, Pa., to Edgemont, Md., on account of excessive rate.

8484. *Standard Oil Company v. Lake Shore and Michigan Southern Railway Company.* August 8, 1910. Refund of \$183.92 on shipment of oil from Whiting, Ind., to Ithaca, Mich., on account of excessive rate.

8488. *Sun Company v. Philadelphia and Reading Railway Company et al.* January 11, 1910. Refund of \$42.43 on three cars of fuel oil from Marcus Hook, Pa., to Phillipsburg, N. J., on account of excessive rate.

8490. *Stockbridge Elevator Company v. Lake Shore and Michigan Southern Railway Company et al.* April 11, 1910. Refund of \$9.61 on shipment of oats from Horton, Mich., to Xenia, Ohio, on account of excessive rate.

8493. *J. J. Caine v. Pennsylvania Railroad Company et al.* February 28, 1910. Refund of \$105.32 on one car of scrap iron from Asheville, N. C., to Uniontown, Pa., on account of excessive rate.

8494. *Northern Mercantile Company v. Northern Pacific Railway Company et al.* April 7, 1910. Refund of \$51.28 on shipments of cedar poles from King Spur, Idaho, to Millers, Nev., on account of excessive rate.

8504. *Virginia-Carolina Chemical Company v. Illinois Central Railroad Company.* December 21, 1909. Refund of \$360 on three cars of tankage from Jackson, Miss., to Memphis, Tenn., on account of excessive rate.

8505. *Allis-Chalmers Company v. Erie Railroad Company et al.* January 5, 1910. Refund of \$35 on seven cars of machinery from Milwaukee, Wis., to New Durham, N. J., on account of nonabsorption of switching charges.

8506. *Carbon Iron and Steel Company v. Pennsylvania Railroad Company et al.* February 17, 1910. Waive collection of \$14.11 on one car of scrap iron from Trenton, N. J., to Parryville, Pa., on account of excessive rate.

8507. *American Rolling Mill Company v. Cincinnati, Hamilton and Dayton Railway Company et al.* July 23, 1910. Refund of \$48.82 on shipments of scrap iron from Middletown, Ohio, to Franklin, Pa., on account of excessive rate.

8512. *Harriss-Irby Cotton Company v. Chicago, Rock Island and Pacific Railway Company et al.* January 24, 1910. Refund of \$381.21 on shipment of cotton from Shawnee, etc., Okla., to Yokohama and Kobe, Japan, on account of excessive rate.

8517. *Rosenberg Brothers and Company v. Southern Pacific Company.* January 11, 1910. Refund of \$32.37 on shipment of walnuts from West Anaheim, Cal., to Portland, Oreg., on account of excessive rate.

8519. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* June 16, 1910. Refund of \$68 on shipment of lime from Ash Grove, Mo., to Sheridan, Wyo., on account of excessive rate.

8520. *La Porte Carriage Company v. Lake Shore and Michigan Southern Railway Company et al.* January 15, 1910. Refund of \$2.18 on shipment of one buggy and shafts from La Porte, Ind., to Delavan, Wis., on account of excessive rate.

8522. *American Creosote Works v. Illinois Central Railroad Company et al.* May 10, 1910. Refund of \$112.02 on shipments of ties from Liberty, Miss., to New Orleans, La., on account of excessive rate.

8524. *Southern Manufacturing Company v. Charleston and Western Carolina Railway Company et al.* December 29, 1909. Refund of \$21.32 on three shipments of sweepings from Iva, S. C., to Athens, Ga., on account of excessive rate.

8527. *Alma Nelson v. Southern Pacific Company et al.* May 19, 1910. Refund of \$389.93 on 15 cars of wheat from Kolmar, Utah, to Sacramento, Cal., on account of excessive rate.

8533. *John Griffith Company v. Wells Fargo and Company.* August 12, 1910. Refund of \$11.76 on shipment of eggs and poultry from Stockdale, Tex., to New Orleans, La., on account of excessive rate.

8534. *Pacific Coast Biscuit Company v. Southern Pacific Company.* January 4, 1910. Refund of \$14.62 on shipment of almond meats from Yolo, Cal., to Portland, Oreg., on account of excessive rate.

8535. *Leon Godchaux Company, Limited, v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* April 22, 1910. Refund of \$296 on shipment of fuel oil from Glenpool, Okla., to Franklin, La., on account of excessive rate.

8538. *American Steel Foundries v. Lake Erie, Alliance and Wheeling Railroad Company.* February 28, 1910. Refund of \$19.56 on shipment of car couplers from Alliance, Ohio, to Butler, Pa., on account of excessive rate.

8549. *E. and G. Brooks Iron Company v. Pennsylvania Railroad Company et al.* December 29, 1909. Refund of \$7.80 on one car of nails from Birdsboro, Pa., to Lynchburg, Va., on account of excessive rate.

8550. *Baker and Hamilton v. Atchison, Topeka and Santa Fe Railway Company et al.* June 25, 1910. Refund of \$18.05 on shipment of spraying machines from Kansas City, Mo., to Sacramento, Cal., on account of excessive rate.

8556. *M. A. Hanna and Company v. Grand Trunk Railway System.* February 28, 1910. Refund of \$14 on shipment of pig iron from West Detroit, Mich., to Sarnia, Ontario, on account of excessive rate.

8557. *Siloam Springs Lumber Company v. Kansas City Southern Railway Company.* February 7, 1910. Refund of \$14.31 on shipment of lumber from Waldron, Ark., to Siloam Springs, Ark., on account of excessive rate.

8558. *The Ethan Oil Company v. Pennsylvania Railroad Company et al.* January 20, 1910. Refund of \$22.89 on five cars of oil from Riverside Junction, Allegany, N. Y., to Marcus Hook, Pa., on account of excessive rate.

8566. *Consumers Coal and Ice Company v. Central Railroad Company of New Jersey et al.* January 15, 1910. Refund of \$1,514.20 on 63 cars of ice from Ganoga, Pa., to various New Jersey points, on account of excessive rate.

8567. *West Virginia Pulp and Paper Company v. Wabash Railroad Company.* March 14, 1910. Refund of \$14.70 on shipment of printing paper from East St. Louis, Ill., to Columbia, Mo., on account of excessive rate.

8569. *Tonawanda Board and Paper Company v. New York Central and Hudson River Railroad Company et al.* March 4, 1910. Refund of \$17.10 on shipment of box board from North Tonawanda, N. Y., to Lestershire, N. Y., on account of excessive rate.

8570. *Crescent Lumber Company v. Atchison, Topeka and Santa Fe Railway Company.* March 12, 1910. Refund of \$28.27 and waive collection of \$6.60 on shipment of lumber from Estancia, N. Mex., to Kansas City, Mo., on account of excessive rate.

8572. *E. E. Squier and Company v. Chicago and North Western Railway Company et al.* March 19, 1910. Refund of \$21 and waive collection of \$88.20 on shipment of sand from Rockport, Ind., to Madison, Wis., on account of excessive rate.

8573. *American Bridge Company of New York v. Great Northern Railway Company et al.* December 14, 1909. Refund of \$26.10 on shipment of structural iron and paint from Minneapolis, Minn., to Ely, Minn., on account of excessive rate.

8575. *Vulcan Iron Works v. Delaware, Lackawanna and Western Railroad Company.* April 8, 1910. Refund of \$19.11 on shipment of machinery from West Pittston, Pa., to Alsen, N. Y., on account of excessive rate.

8576. *Vulcan Iron Works v. Delaware, Lackawanna and Western Railroad Company.* February 11, 1910. Refund of \$30.93 on two shipments of machinery from West Pittston, Pa., to Alsen, N. Y., on account of excessive rate.

8577. *Wm. Volker and Company v. Atchison, Topeka and Santa Fe Railway Company et al.* August 19, 1910. Refund of \$124.60 on two cars of linoleum from Philadelphia, Pa., to Hutchinson and Wichita, Kans., on account of excessive rate.

8579. *N. Morris and Company v. Boston and Maine Railroad Company et al.* January 10, 1910. Refund of \$307.77 on 11 cars of ice from Greenfield, N. H., to Watuppa, Mass., on account of excessive rate.

8581. *Ward Brothers v. Missouri Pacific Railway Company et al.* June 20, 1910. Refund of \$36.84 on three cars of potatoes from Rushville, Nebr., to Kansas City, Mo., on account of excessive rate.

8582. *F. P. Loomis and Company v. Wabash Railroad Company.* February 8, 1910. Refund of \$15.68 on one car of coal from Springfield, Ill., to Blair, Nebr., on account of excessive rate.

8583. *American Powder Mills v. Chicago, Burlington and Quincy Railroad Company et al.* February 17, 1910. Refund of \$185.62 on two shipments of black powder from East Alton, Ill., to Red Lodge, Mont., on account of excessive rate.

8584. *Petroleum Iron Works Company v. Atchison, Topeka and Santa Fe Railway Company.* February 15, 1910. Refund of \$32.55 on shipment of boilers from Sharon, Pa., to Tulsa, Okla., on account of excessive rate.

8586. *Grossenbach Company v. Michigan Central Railroad Company et al.* July 14, 1910. Refund of \$57.97 on four cars of grapes from Baroda, Mich., to Milwaukee, Wis., on account of excessive rate.

8588. *J. H. Nation's Meat and Supply Company v. Atchison, Topeka and Santa Fe Railway Company.* April 27, 1910. Refund of \$4.77 on shipment of tea from San Francisco, Cal., to El Paso, Tex., on account of excessive rate.

8589. *M. C. Wilt v. Pennsylvania Railroad Company et al.* February 19, 1910. Refund of \$10 on bran from La Crosse, Wis., to East York, Pa., on account of excessive rate.

8590. *R. A. Patterson Tobacco Company v. Atlantic Coast Line Railroad Company et al.* March 7, 1910. Refund of \$1.17 on shipment of tobacco from Richmond, Va., to Red Wing, Minn., on account of excessive rate.

8591. *Pacific Portland Cement Company v. Southern Pacific Company et al.* February 28, 1910. Refund of \$311.96 and waive collection of \$6.47 on shipment of cement from Tolenas, Cal., to Spokane, Wash., on account of excessive rate.

8593. *Keokuk Canning Company v. Chicago, Burlington and Quincy Railroad Company et al.* December 18, 1909. Refund of \$14.43 on shipment of pickles from Keokuk, Iowa, to Evansville, Ind., on account of excessive rate.

8595. *Roddis Lumber and Veneer Company v. Chicago, Milwaukee and Gary Railway Company et al.* June 3, 1910. Refund of \$19.83 on four cars of lumber from Park Falls, Wis., to Rockford, Ill., on account of excessive rate.

8597. *A. H. George Company v. Mobile and Ohio Railroad Company.* December 11, 1909. Refund of \$96 on feed from Meridian, Miss., to Yellow Pine, Ala., on account of excessive rate.

8599. *Great Western Sugar Company v. Chicago, Rock Island and Pacific Railway Company et al.* January 20, 1910. Refund of \$16.72 on shipment of sugar from Longmont and Windsor, Colo., to Ardmore, Okla., on account of excessive rate.

8601. *National Biscuit Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* December 14, 1909. Refund of \$42.25 on shipment of lumber from Cairo, Ill., to Des Moines, Iowa, on account of excessive rate.

8602. *Southern Iron and Equipment Company v. Cincinnati, New Orleans and Texas Pacific Railway Company et al.* June 23, 1910. Refund of \$275.63 on rails and track material from Nicholasville, Ky., to Nashville, Tenn., on account of excessive rate.

8603. *Union Bag and Paper Company v. Delaware and Hudson Company et al.* February 21, 1910. Refund of \$68.48 on paper bags from Ballston, N. Y., to Minneapolis, Minn., on account of excessive rate.

8604. *Armour and Company v. Texas and Pacific Railway Company et al.* February 3, 1910. Refund of \$8.07 on shipment of packing-house products from Fort Worth, Tex., to Yazoo City, Miss., on account of excessive rate.

8606. *Barrett Manufacturing Company v. Chicago and North Western Railway Company.* February 28, 1910. Refund of \$42.95 on shipment of coal tar from Oshkosh, Wis., to Minneapolis, Minn., on account of excessive rate.

8609. *Gallatin Coal and Coke Company v. Louisville and Nashville Railroad Company.* May 21, 1910. Refund of \$113.28 on shipment of coal from Equality, Ill., to Evansville, Ind., on account of excessive rate.

8610. *Lawrence Brothers v. Chicago, Burlington and Quincy Railroad Company et al.* May 7, 1910. Refund of \$19.53 on shipment of steel from Leechburg, Pa., to Rock Falls, Ill., on account of excessive rate.

8616. *Ash Grove Lime and Portland Cement Company v. St. Louis and San Francisco Railroad Company et al.* January 24, 1910. Refund of \$21 on shipment of lime from Ash Grove, Mo., to Wiley, Colo., on account of excessive rate.

8617. *J. Rosenbaum Grain Company v. Atchison, Topeka and Santa Fe Railway Company.* January 20, 1910. Refund of \$52.37 on shipment of clay from El Paso, Tex., to Chicago, Ill., on account of excessive rate.

8620. *H. K. Morris and Brother v. St. Louis, Iron Mountain and Southern Railway Company.* January 20, 1910. Refund of \$17.84 on shipment of cotton from Vincent, Ark., to Memphis, Tenn., on account of excessive rate.

8622. *Belhaven Lumber Company v. Norfolk and Southern Railway Company et al.* March 24, 1910. Refund of \$14.70 on two cars of lumber from Belhaven, N. C., to Arensburg, Pa., on account of excessive rate.

8624. *Great Western Cereal Company v. Elgin, Joliet and Eastern Railway Company et al.* February 23, 1910. Refund of \$8 on shipment of mill feed from Joliet, Ill., to Collindale, Pa., on account of excessive rate.

8626. *Albert Dickinson Company v. Atchison, Topeka and Santa Fe Railway Company.* December 21, 1909. Refund of \$66.53 on shipment of milo maize from Pan Handle, Tex., to Chicago, Ill., on account of excessive rate.

8627. *E. R. Darlington Lumber Company v. Illinois Central Railroad Company.* February 23, 1910. Refund of \$28.43 on shipment of tile from Mecca, Ind., to Le Roy, Ill., on account of excessive rate.

8628. *Louisiana Central Lumber Company v. St. Louis, Iron Mountain and Southern Railway Company.* January 7, 1910. Refund of \$29.08 on shipment of iron beam rods from St. Louis, Mo., to Standard, La., on account of excessive rate.

8629. *New York and Pennsylvania Company v. Delaware and Hudson Company et al.* February 1, 1910. Refund of \$44.77 on shipment of wood pulp from Willsboro, N. Y., to Richmond, Va., on account of excessive rate.

8633. *The Grasselli Chemical Company v. Chicago and North Western Railway Company et al.* December 14, 1909. Refund of \$502.34 on eight cars of zinc ore from Benton and Platteville, Wis., to Cleveland, Ohio, on account of excessive rate.

8634. *Jones and Laughlin Steel Company v. Baltimore and Ohio Railroad Company.* May 10, 1910. Refund of \$10 on shipment of billets from Pittsburg, Pa., to Maywood, Ill., on account of excessive rate.

8635. *Colorado Fuel and Iron Company v. Colorado and Wyoming Railway Company et al.* July 1, 1910. Refund of \$2,201.56 on shipment of spikes from Minnequa, Colo., to Mazatlan, Mexico, on account of excessive rate.

8642. *R. A. Patterson Tobacco Company v. Atlantic Coast Line Railroad Company et al.* March 7, 1910. Refund of \$7.33 on shipment of tobacco from Richmond, Va., to Mankato, Minn., on account of excessive rate.

8647. *International Harvester Company of America v. Chicago, Burlington and Quincy Railroad Company et al.* January 4, 1910. Refund of \$3.07 on shipment of implements from Rock Falls, Ill., to Baltimore, Md., on account of excessive rate.

8651. *L. E. Moore Stave Company v. Alabama, Tennessee and Northern Railroad Company et al.* March 18, 1910. Refund of \$39.87 on shipment of staves from Aliceville, Ala., to New Orleans, La., on account of excessive rate.

8652. *Arkansas Carpet and Furniture Company v. St. Louis, Iron Mountain and Southern Railway Company.* January 25, 1910. Refund of \$70.80 on shipment of furniture from St. Louis, Mo., to Little Rock, Ark., on account of excessive rate.

8653. *Drew Oil Mills v. St. Louis, Iron Mountain and Southern Railway Company.* December 27, 1909. Refund of \$119.50 on shipment of cottonseed from Shelbourne, La., to Monticello, Ark., on account of excessive rate.

8654. *Western Hide and Furniture Company v. St. Louis, Iron Mountain and Southern Railway Company.* February 28, 1910. Refund of \$21.79 on shipment of hides from Fort Smith, Ark., to Little Rock, Ark., on account of excessive rate.

8655. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company.* February 23, 1910. Refund of \$7 on shipment of molasses from Joliet, Ill., to Windsor, N. Y., on account of excessive rate.

8656. *Frutt Dispatch Company v. Louisville and Nashville Railroad Company et al.* December 21, 1909. Refund of \$34.86 on shipment of coconuts from Mobile, Ala., to Texarkana, Ark., on account of excessive rate.

8657. *Van Dyke Consolidated Coal Company v. Oregon Railroad and Navigation Company et al.* April 1, 1910. Refund of \$7.35 on shipment of lumber from Baker City, Oreg., to Rock Springs, Wyo., on account of excessive rate.

8658. *International Harvester Company of America v. Chicago, Burlington and Quincy Railroad Company et al.* February 21, 1910. Refund of \$2.51 on shipment of agricultural implements from Rock Falls, Ill., to La Grange, Ohio, on account of excessive rate.

8659. *Iola Portland Cement Company v. Missouri Pacific Railway Company et al.* December 10, 1909. Refund of \$6.46 on shipment of cement from Iola, Kans., to Chickasha, Okla., on account of excessive rate.

8661. *D. F. Littlefield v. Boston and Maine Railroad.* December 18, 1909. Refund of \$11 on strawberries from Boston, Mass., to Saco, Me., on account of excessive rate.

8663. *Stock Yards Cotton and Linseed Meal Company v. Atchison, Topeka and Santa Fe Railway Company et al.* March 7, 1910. Refund of \$56 on cottonseed cake from Mineral Wells, Tex., to Kansas points, on account of excessive rate.

8666. *Jno. Barbazette and Company v. Chicago and Eastern Illinois Railroad Company.* December 11, 1909. Refund of \$13.35 on shipment of hay from Rowland, Ill., to Terre Haute, Ind., on account of excessive rate.

8668. *Pabst Brewing Company v. Chicago and North Western Railway Company.* July 24, 1910. Refund of \$15.45 on shipment of beer from Milwaukee, Wis., to Gothenberg, Nebr., on account of excessive rate.

8669. *Rasher-Kingman-Herrin Company v. Great Northern Railway Company.* June 22, 1910. Refund of \$41.46 on shipment of fruit and vegetables from Spokane, Wash., to Fernie, British Columbia, on account of excessive rate.

8674. *Manchester Marble Company v. New York. New Haven and Hartford Railroad Company et al.* January 14, 1910. Refund of \$140 on shipment of sand from New Haven, Conn., to East Dorset, Vt., on account of excessive rate.

8675. *Lyon Cypress Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* December 21, 1909. Refund of \$7.84 on shipment of lumber from Garyville, La., to Malcolm, Iowa, on account of excessive rate.

8676. *Atlantic Refining Company v. Pennsylvania Railroad Company et al.* March 7, 1910. Refund of \$14.45 on shipment of gasoline from Philadelphia, Pa., to Allentown, Pa., on account of excessive rate.

8679. *Darnell-Love Lumber Company v. Yazoo and Mississippi Valley Railroad Company.* January 12, 1910. Refund of \$34.77 on shipment of lumber from Leland, Miss., to Bluffton, Ind., on account of excessive rate.

8680. *U. S. Wood Preserving Company v. Chicago, Cincinnati and Louisville Railroad Company et al.* December 18, 1909. Refund of \$175.24 on shipment of paving blocks from Norfolk, Va., to Chicago, Ill., on account of excessive rate.

8683. *Central Pennsylvania Lumber Company v. Leetonia Railway Company.* February 12, 1910. Refund of \$31.85 on shipment of lumber from Leetonia, Pa., to Buffalo, N. Y., on account of excessive rate.

8685. *La Grange Foundry Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 20, 1910. Refund of \$36.61 on shipment of sand from Rockport, Ind., to La Grange, Mo., on account of excessive rate.

8686. *J. B. Bostick v. Atlantic Coast Line Railroad Company et al.* January 31, 1910. Refund of \$52.26 on shipment of watermelons from Ridgeland, S. C., to Lebanon, Pa., on account of excessive rate.

8689. *Utah Junk Company v. Las Vegas and Tonopah Railroad Company et al.* June 14, 1910. Refund of \$64 and waive collection of \$6,794.60 on shipment of scrap iron from Goldfield, Nev., to Salt Lake City, Utah, on account of excessive rate.

8690. *Gulf Lumber Company v. Gulf, Colorado and Santa Fe Railway Company et al.* February 12, 1910. Refund of \$1,556.33 on shipment of rosin from Cravena and Nitron, La., to Texas City, Tex., on account of excessive rate.

8691. *Tacoma Smelting Company v. Northern Pacific Railway Company et al.* April 9, 1910. Refund of \$254.86 on shipment of ore from Merlin, Oreg., to Tacoma, Wash., on account of excessive rate.

8692. *Klauber-Wangenheim Company v. Atchison, Topeka and Santa Fe Railway Company.* July 26, 1910. Refund of \$33.30 on shipment of milk from Logan, Utah, to San Diego, Cal., on account of excessive rate.

8696. *Colorado Portland Cement Company v. Atchison, Topeka and Santa Fe Railway Company et al.* January 31, 1910. Waive collection of \$140 on shipment of plaster from Portland, Colo., to Pullman, Wash., on account of excessive minimum.

8698. *Gayoso Lumber Company v. Yazoo and Mississippi Valley Railroad Company.* March 22, 1910. Refund of \$10.13 on shipment of lumber from Gayoso Spur, Miss., to Lyons, La., on account of excessive rate.

8699. *Armour and Company v. Missouri, Kansas and Texas Railway Company of Texas et al.* May 18, 1910. Refund of \$75.06 on shipment of meat from North Fort Worth, Tex., to South Bend, Ind., on account of excessive rate.

8700. *T. B. Laycock Manufacturing Company v. Indianapolis Southern Railway Company.* June 20, 1910. Refund of \$10.55 on shipment of iron beds from Indianapolis, Ind., to Burlington, Iowa, on account of excessive rate.

8702. *Harwell, King and Company v. Chicago, Rock Island and Pacific Railway Company et al.* June 6, 1910. Refund of \$134.50 on shipment of cotton from Chickasha, Okla., to Galveston, Tex., on account of excessive rate.

8718. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* April 4, 1910. Refund of \$7 on shipment of molasses feed from Joliet, Ill., to Hopeville, N. J., on account of excessive rate.

8719. *Lamb-Fish Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* December 10, 1909. Refund of \$10.98 on shipment of lumber from Chancy, Miss., to Grand Rapids, Mich., on account of excessive rate.

8727. *Times Mirror Company v. Southern Pacific Company et al.* December 15, 1909. Refund of \$117 on shipment of news paper from Sartells, Minn., to Los Angeles, Cal., on account of excessive rate.

8728. *California and Hawaiian Sugar Refining Company v. Southern Pacific Company et al.* December 14, 1909. Refund of \$60.60 on shipment of sugar from Crockett, Cal., to Billings, Mont., on account of excessive rate.

8729. *Detroit Copper Mining Company v. El Paso and Southwestern System et al.* February 1, 1910. Refund of \$433.83 on 38 cars of fuel oil from El Paso, Tex., to Morenci, Ariz., on account of excessive rate.

8730. *Burbury and Thompson v. St. Joseph and Grand Island Railway Company.* March 4, 1910. Refund of \$2.70 on shipment of hogs from Seneca, Kans., to St. Joseph, Mo., on account of excessive rate.

8731. *G. S. Baxter and Company v. Louisville and Nashville Railroad Company.* April 5, 1910. Refund of \$424.13 on shipment of ties from Cypress, Fla., to Brunswick, Ga., on account of excessive rate.

8732. *National Biscuit Company v. St. Louis Southwestern Railway Company et al.* June 10, 1910. Refund of \$60.98 on shipment of box shooks from Blytheville, Ark., to Houston, Tex., on account of excessive rate.

8733. *Nash and Dowdle Company v. Chicago, Rock Island and Pacific Railway Company.* January 5, 1910. Refund of \$12.50 on shipment of cement from Utica, Ill., to Gary, Ind., on account of excessive rate.

8734. *T. S. Lovell v. Northern Pacific Railway Company.* January 4, 1910. Refund of \$136.62 on shipment of agricultural implements from Fargo, N. Dak., to Wibaux, Mont., on account of excessive rate.

8737. *O. W. Butts v. Union Pacific Railroad Company et al.* September 27, 1910. Refund of \$105.81 on shipment of peaches from Brigham, Utah, to Pittsburg, Pa., on account of excessive rate.

8738. *Western Alkali Manufacturing Company v. Union Pacific Railroad Company.* December 18, 1909. Refund of \$71.06 on shipment of soda from Green River, Wyo., to Denver, Colo., on account of excessive rate.

8740. *L. Darring and Sons v. Louisville and Nashville Railroad Company.* January 12, 1910. Refund of \$167.04 on shipment of watermelons from Keithsburg, Ga., to New Orleans, La., on account of excessive rate.

8741. *Elmira Foundry Company v. Erie Railroad Company et al.* September 26, 1910. Refund of \$5.81 and waive collection of \$11.61 on shipment of iron and steel articles from Elmira, N. Y., to Kingston, N. Y., on account of excessive rate.

8744. *Minneapolis Brewing Company v. Great Northern Railway Company.* March 28, 1910. Refund of \$10.16 and waive collection of \$15.89 on shipment of beer from Minneapolis, Minn., to Watertown, S. Dak., on account of excessive minimum.

8746. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company.* February 23, 1910. Refund of \$8 on shipment of molasses feed from Joliet, Ill., to New Berlin, N. Y., on account of excessive rate.

8752. *American Bridge Company of New York v. Pennsylvania Railroad Company et al.* September 21, 1910. Refund of \$262.50 on shipment of bridge builders' outfits from Phillipsburg, N. J., to Union City, Ga., on account of excessive rate.

8754. *Louisiana Red Cypress Company v. Illinois Central Railroad Company.* January 11, 1910. Refund of \$3.74 on shipment of lumber from Garden City, La., to Sandoval, Ill., on account of excessive rate.

8758. *G. L. Thorp Company v. Chicago, Burlington and Quincy Railroad Company*. February 23, 1910. Refund of \$108.03 on two shipments of potatoes from Cambria and Newcastle, Wyo., to Omaha, Nebr., on account of excessive rate.

8759. *American Powder Mills v. Chicago, Burlington and Quincy Railroad Company*. December 21, 1909. Refund of \$26.98 on shipment of black powder from Kansas City, Mo., to Kooi, Wyo., on account of excessive rate.

8761. *Rembrandt Pealc v. New York Central and Hudson River Railroad Company et al.* December 18, 1909. Refund of \$7.97 on shipment of coal from colliery to Rockville Center, N. Y., on account of excessive minimum.

8763. *Bissinger and Company v. Southern Pacific Company et al.* January 5, 1910. Refund of \$17.40 on shipment of furs and skins from San Francisco, Cal., to Boston, Mass., on account of excessive rate.

8764. *Gamoca Coal Company v. Southern Railway Company*. October 4, 1910. Refund of \$62.54 on shipment of coal from Gauley, W. Va., to Randleman, N. C., on account of excessive rate.

8768. *Anheuser-Busch Brewing Association v. Southern Pacific Company et al.* December 28, 1909. Refund of \$160.50 on shipment of beer from St. Louis, Mo., to Winnemucca, Nev., on account of excessive rate.

8771. *W. J. Woodley v. Norfolk and Southern Railway Company et al.* February 28, 1910. Refund of \$7.12 on shipment of lime from Lexington, Va., to Elizabeth City, N. C., on account of excessive rate.

8773. *American Tobacco Company v. Chicago and North Western Railway Company et al.* December 31, 1909. Refund of \$26.68 on shipment of tobacco from Deerfield, Wis., to Louisville, Ky., on account of excessive rate.

8774. *Springville Canning Company v. Buffalo and Susquehanna Railway Company et al.* May 23, 1910. Refund of \$30.60 and waive collection of \$12.60 on shipment of canned apples from Springville, N. Y., to Philadelphia, Pa., on account of excessive rate.

8775. *Parker-Washington Company v. Mobile and Ohio Railroad Company*. January 20, 1910. Refund of \$9.74 on shipment of asphalt from Mobile, Ala., to St. Louis, Mo., on account of nonabsorption of switching charges.

8780. *Sherman Shingle Company v. Atlantic Coast Line Railroad Company*. February 1, 1910. Refund of \$49.83 on one car of shingles from Donaldsonville, Ga., to Montgomery, Ala., on account of excessive rate.

8784. *Rocky Mountain Fuel Company v. Colorado and Southern Railway Company et al.* March 24, 1910. Refund of \$11.52 on one car of coal from Baldwin, Colo., to Russell, Kans., on account of excessive rate.

8787. *Webb Press Company, Limited, v. Kansas City Southern Railway Company et al.* November 18, 1910. Refund of \$504.21 on shipment of machinery from Beaumont, Tex., to Panama, Okla., on account of excessive rate.

8788. *Bigbee Fertilizer Company v. Atlantic Coast Line Railroad Company et al.* January 20, 1910. Refund of \$45 on shipment of fertilizer from Montgomery, Ala., to Jacobs, Fla., on account of excessive rate.

8789. *Atlantic Refining Company v. Philadelphia and Reading Railway Company*. February 10, 1910. Refund of \$14.80 on shipment of asphalt oil from Philadelphia, Pa., to Magnolia, etc., N. J., on account of excessive rate.

8793. *Nott and Ward v. Illinois Central Railroad Company et al.* December 31, 1909. Refund of \$23.94 on shipment of glazed doors from St. Louis, Mo., to Cleveland, Miss., on account of excessive rate.

8797. *Jno. M. Simpson v. Chicago, Burlington and Quincy Railroad Company et al.* March 7, 1910. Refund of \$234 on shipment of soap slush from Spokane, Wash., to Aurora, Ill., on account of excessive rate.

8798. *Kenney Brothers v. Midland Valley Railroad Company*. October 20, 1910. Refund of \$9.09 on shipment of cement from Fort Smith, Ark., to Bokeshe, Okla., on account of excessive rate.

8799. *Dain Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company*. January 20, 1910. Refund of \$6.20 on shipment of agricultural implements from Ottumwa, Iowa, to St. Joseph, Mo., on account of excessive rate.

8800. *J. W. Moore v. St. Louis, Iron Mountain and Southern Railway Company*. February 11, 1910. Refund of \$99.50 on 103 cars of cattle from Tiawah, Okla., to St. Louis, Mo., and National Stock Yards, on account of nonallowance for loading and bedding.

8803. *Warner-Quinlan Asphalt Company v. Atchison, Topeka and Santa Fe Railway Company et al.* June 28, 1910. Refund of \$52.50 on seven cars of asphalt from Gavelston, Tex., to Enid, Okla., on account of excessive rate.

8805. *The Colorado Farm and Live Stock Company v. Missouri Pacific Railway Company*. August 12, 1910. Refund of \$109.20 on one car of apples from Olney Springs, Colo., to Salina, Kans., on account of excessive rate.

8807. *Fort Scott Sugar and Sorghum Syrup Company v. Missouri Pacific Railway Company et al.* December 29, 1909. Refund of \$36.05 on shipment of molasses from Fort Scott, Kans., to Springfield, Mo., on account of excessive rate.

8808. *Armour and Company v. Texas and Pacific Railway Company et al.* December 29, 1909. Refund of \$101.37 on two shipments of packing-house products and soap from Fort Worth, Tex., to Roswell, N. Mex., on account of excessive rate.

8810. *Jno. Morrell and Company, Limited, v. Great Northern Railway Company et al.* December 21, 1909. Refund of \$45.41 on one car of lard from Sioux Falls, S. Dak., to Ottumwa, Iowa, on account of excessive rate.

8812. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 5, 1910. Refund of \$3.80 on shipment of cement from Iola, Kans., to Ashton, Nebr., on account of excessive rate.

8813. *Jas. E. Thropp v. Huntingdon and Broad Top Mountain Railroad and Coal Company et al.* September 24, 1910. Refund of \$6,481.17 on shipment of ore from Catoctin, Md., to Saxton, Pa., on account of excessive rate.

8816. *G. B. Long and Company v. Erie Railroad Company et al.* July 9, 1910. Refund of \$36 on shipment of strawberries from Marion, Md., to Jamestown, N. Y., on account of excessive rate.

8817. *American Brake Shoe and Foundry Company v. Southern Railway Company et al.* November 15, 1910. Refund of \$2.13 on shipment of brake shoes from Chattanooga, Tenn., to Paducah, Ky., on account of excessive rate.

8818. *American Brake Shoe and Foundry Company v. Southern Railway Company et al.* August 16, 1910. Refund of \$6.40 on shipment of brake shoes from Chattanooga, Tenn., to New Orleans, La., on account of excessive rate.

8819. *Sloss-Sheffield Steel and Iron Company v. Chicago, Rock Island and Pacific Railway Company et al.* April 7, 1910. Refund of \$36 on two cars of pig iron from Sheffield and Florence, Ala., to Prairie City, Iowa, on account of excessive rate.

8821. *R. J. Brown et al. v. Southwestern Railway Company et al.* May 26, 1910. Refund of \$727.64 on 48 cars of cattle from Halsell and Scotland, Tex., to St. Louis and Kansas City, Mo., on account of excessive rate.

8830. *Marlboro Cotton Mills v. Atlantic Coast Line Railroad Company et al.* December 31, 1909. Refund of \$177.53 on shipment of cotton from Lumberton, N. C., to Bennettsville, S. C., on account of excessive rate.

8831. *Washington Building Lime Company v. Baltimore and Ohio Railroad Company et al.* April 30, 1910. Refund of \$13 on shipment of chemical lime from Eagle, W. Va., to Demmler, Pa., on account of excessive rate.

8832. *American Brake Shoe and Foundry Company v. Southern Railway Company et al.* January 20, 1910. Refund of 78 cents on shipment of brake shoes from Chattanooga, Tenn., to Vicksburg, Miss., on account of excessive rate.

8833. *S. P. Gaynor v. Wheeling and Lake Erie Railroad Company et al.* November 23, 1910. Refund of \$70.31 on shipment of scrap iron from Brilliant, Ohio, to Washington, Pa., on account of excessive rate.

8834. *Jno. Anda Produce Company v. Chicago, Indianapolis and Louisville Railway Company et al.* November 12, 1910. Refund of \$24 on shipment of potatoes from Hudson, Wis., to Huntington, W. Va., on account of excessive rate.

8838. *Akers Lumber Company v. Norfolk and Western Railway Company et al.* February 9, 1910. Refund of \$13.60 on shipment of lumber from Wellville, Va., to East Brady, Pa., on account of excessive rate.

8839. *Rasher-Kingman-Herrin Company v. Northern Pacific Railway Company et al.* December 18, 1909. Refund of \$100.88 on shipment of fruit from Sacramento, Cal., to Spokane, Wash., on account of excessive rate.

8840. *Greenville Manufacturing Company v. Southern Railway Company et al.* October 13, 1910. Refund of \$145.35 on shipment of box shooks from Emporia, Va., to Washington, Pa., on account of excessive rate.

8842. *International Molasses Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* November 11, 1910. Refund of \$109.44 on shipment of molasses from Reinzi Plantation, La., to St. Louis, Mo., on account of excessive rate.

8843. *Warren-Ehret Company v. Philadelphia and Reading Railway Company.* February 7, 1910. Refund of \$14 on shipment of slag from Leesport, Pa., to Sparrows Point, Md., on account of excessive rate.

8844. *Wilson Brothers Lumber Company v. Pittsburg, Shawmut and Northern Railroad Company et al.* November 10, 1910. Refund of \$20.83 on shipment of lumber from St. Marys, Pa., to Meadville, Pa., on account of excessive rate.

8846. *U. S. Wood Preserving Company v. Chicago, Cincinnati and Louisville Railway Company.* March 7, 1910. Refund of \$79.20 on shipment of paving blocks from Norfolk, Va., to Chicago, Ill., on account of excessive rate.

8848. *Uncas Paper Company v. Central Vermont Railway Company et al.* October 25, 1910. Refund of \$25.28 on shipment of wood-pulp board from Norwich, Conn., to Buffalo, N. Y., on account of excessive rate.

8849. *American Trading Company v. Illinois Central Railroad Company et al.* March 15, 1910. Refund of \$42.63 and waive collection of \$30.59 on shipment of Mexican hats from Mexico to Baltimore, Md., on account of excessive rate.

8853. *W. T. Bradley v. Philadelphia and Reading Railway Company et al.* December 27, 1909. Refund of \$15.25 on shipment of chemical lime from Hummelstown, Pa., to Newark, N. J., on account of excessive rate.

8854. *Anderson-Tully Company v. Illinois Central Railroad Company et al.* January 5, 1910. Refund of \$30.95 on shipment of box material from Memphis, Tenn., to Toledo, Ohio, on account of excessive rate.

8855. *Frank Marshall v. Illinois Central Railroad Company.* August 3, 1910. Refund of \$2 on shipment of corn from Chicago, Ill., to Owensboro, Ky., on account of nonallowance for grain doors.

8856. *Felix Salomon and Company v. New York Central and Hudson River Railroad Company et al.* February 24, 1910. Refund of \$210.43 on shipment of wood pulp from Hoboken, N. J., to Brownsville, N. Y., on account of excessive rate.

8857. *Desel-Boettcher Company v. San Antonio and Aransas Pass Railway Company et al.* December 31, 1909. Refund of \$47.16 on shipment of apples from Capatan, N. Mex., to Corpus Christi, Tex., on account of excessive rate.

8859. *National Live Stock Commission Company v. St. Joseph and Grand Island Railway Company.* February 11, 1910. Refund of \$15.92 on two cars of hogs from Carleton, Nebr., to St. Joseph, Mo., on account of excessive rate.

8860. *Schaw-Batcher Company v. Southern Pacific Company.* July 13, 1910. Refund of \$1,664 on shipments of iron pipe from Sacramento, Cal., to Laws, Cal., on account of excessive rate.

8864. *Houston Motor Car Company v. Chicago, Rock Island and Pacific Railway Company.* August 8, 1910. Refund of \$49.01 on shipment of automobiles from Detroit, Mich., to Houston, Tex., on account of excessive rate.

8866. *Mt. Vernon Car Manufacturing Company v. Louisville and Nashville Railroad Company.* January 28, 1910. Refund of \$164.61 on 30 cars of oak lumber from Evansville, Ind., to Mount Vernon, Ill., on account of excessive rate.

8867. *H. T. Sergeant v. Philadelphia, Baltimore and Washington Railroad Company.* January 9, 1910. Refund of \$29.55 on shipment of wood from Massey, Ind., to Wilmington, Del., on account of excessive rate.

8868. *Oakland Vinegar and Pickle Company v. Pere Marquette Railroad Company et al.* March 25, 1910. Refund of \$33.30 on three cars of vinegar from Saginaw, Mich., to Decatur, Ill., on account of excessive rate.

8869. *Hydraulic Press Brick Company v. Chicago and North Western Railway Company.* June 3, 1910. Refund of \$46.80 on shipment of brick from South Park, Ohio, to Green Bay, Wis., on account of excessive rate.

8870. *F. A. Thornbrugh v. Chicago, Burlington and Quincy Railroad Company.* January 25, 1910. Refund of \$20 on shipment of household goods from Kearney, Nebr., to Grove, Colo., on account of excessive rate.

8872. *Hammond Packing Company v. Atchison, Topeka and Santa Fe Railway Company.* December 29, 1909. Waive collection of \$253.14 on 10 cars of coal from Radley, Kans., to St. Joseph, Mo., on account of excessive rate.

8874. *J. H. McNerney v. Boston and Albany Railroad Company et al.* January 8, 1910. Refund of \$172.03 on shipment of ice from Ware, Mass., to Norwalk, Conn., on account of excessive rate.

8875. *Barickson and Company v. Atchison, Topeka and Santa Fe Railway Company et al.* May 16, 1910. Refund of \$13.72 on shipment of beans from Elkins, N. Mex., to Fort Sumner, N. Mex., on account of excessive rate.

8876. *Iola Brick Company v. Atchison, Topeka and Santa Fe Railway Company.* January 25, 1910. Refund of \$16.11 on three cars of brick from Iola, Kans., to Fargo, Okla., on account of excessive rate.

8877. *National Zinc Company v. St. Louis and San Francisco Railroad Company et al.* May 19, 1910. Refund of \$62.82 on shipment of coal from Pittsburg, Kans., to Bartlesville, Okla., on account of excessive rate.

8881. *American Sugar Refining Company v. Colorado Southern, New Orleans and Pacific Railroad Company et al.* February 1, 1910. Refund of \$37.65 on shipment of sugar from New Orleans, La., to Hoxie, Ark., on account of excessive rate.

8882. *Ruddock Orleans Cypress Company v. Texas and Pacific Railway Company.* November 4, 1910. Waive collection of \$52.05 on shipment of shingles from New Orleans, La., to Fort Worth, Tex., on account of excessive rate.

8883. *American Tie and Timber Company v. St. Louis and San Francisco Railroad Company.* February 17, 1910. Refund of \$960 on shipment of ties from southeast Missouri to Galesburg, Ill., on account of nonabsorption of switching charges.

8884. *Baker and Hamilton v. Southern Pacific Company et al.* February 15, 1910. Refund of \$136.86 on shipment of spraying machines from Kansas City, Mo., to Sacramento, Cal., on account of excessive rate.

8888. *W. F. Russell v. Chicago, Burlington and Quincy Railroad Company et al.* February 17, 1910. Refund of \$17.21 on shipment of peaches from Hackett, Ark., to St. Paul, Minn., on account of excessive rate.

8889. *Frank Talmage, jr., v. Eastern Railway of New Mexico et al.* February 2, 1910. Refund of \$107.56 on shipment of hay from Greenfield, etc., N. Mex., to Amarillo, Tex., on account of excessive rate.

8891. *Union Match Company v. Lake Shore and Michigan Southern Railway Company et al.* February 17, 1910. Refund of \$22.92 on shipment of matches from Duluth, Minn., to Buffalo, N. Y., on account of excessive rate.

8892. *Diamond Match Company v. Southern Pacific Company.* February 8, 1910. Refund of \$2.75 on shipment of lanterns from Portland, Oreg., to Chico, Cal., on account of excessive rate.

8893. *International Paper Company v. Maine Central Railroad Company et al.* January 10, 1910. Refund of \$3,327.64 on shipment of wood pulp from Riley, Me., to Niagara Falls, N. Y., on account of excessive rate.

8894. *Diamond Match Company v. Southern Pacific Company.* February 25, 1910. Refund of \$3.13 on shipment of boots and shoes from Portland, Oreg., to Red Bluff, Cal., on account of excessive rate.

8895. *Diamond Match Company v. Southern Pacific Company.* February 10, 1910. Refund of \$97.20 on shipment of matches from Chico, Cal., to Medford, Oreg., on account of excessive rate.

8896. *Los Angeles Hay Storage Company v. San Pedro, Los Angeles and Salt Lake Railroad Company et al.* January 20, 1910. Refund of \$93.10 on two shipments of hay from Ogden, Utah, to Los Angeles, Cal., on account of excessive rate.

8897. *G. and W. H. Corson v. Pennsylvania Railroad Company.* January 15, 1910. Refund of \$51.61 on two cars of land lime from Blue Bell, Pa., to Vincentown, N. J., on account of excessive rate.

8899. *Northern Coal and Coke Company v. Colorado and Southern Railway Company et al.* April 12, 1910. Refund of \$23 on shipment of coal from Aguilar, Colo., to Hayne, Kans., on account of excessive rate.

8902. *McCulloch and Moss Lumber Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* June 22, 1910. Refund of \$7.11 on shipment of lumber from Silica, Minn., to Merrill, Iowa, on account of excessive rate.

8903. *Union Roofing and Manufacturing Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* January 18, 1910. Refund of \$16.43 on shipment of building paper from St. Paul, Minn., to Ironwood, Mich., on account of excessive rate.

8904. *American Molasses Company of New York v. Lehigh Valley Railroad Company et al.* February 8, 1910. Refund of \$11.25 on shipment of final molasses from Hoboken, N. J., to Black Rock, N. Y., on account of excessive rate.

8906. *Justus Lumber Company v. Minneapolis and St. Louis Railroad Company et al.* March 28, 1910. Refund of \$34.96 and waive collection of \$139.84 on shipment of cement from Buffington, Ind., to Hopkins, Minn., on account of excessive rate.

8907. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* March 23, 1910. Refund of \$3.24 on shipment of cement from Iola, Kans., to Basin, Wyo., on account of excessive rate.

8909. *F. R. Stone v. Missouri Pacific Railway Company et al.* April 22, 1910. Refund of \$20.04 on shipment of pig lead from Joplin, Mo., to Muskogee, Okla., on account of excessive rate.

8910. *Hutchinson, Kansas, Salt Company v. Chicago and North Western Railway Company et al.* February 17, 1910. Waive collection of \$52.50 on shipment of salt from Hutchinson, Kans., to Van Tassell, Wyo., on account of excessive rate.

8911. *Newnan Water and Light Commission v. Atlanta and West Point Railroad Company.* February 15, 1910. Refund of \$135.29 on shipment of coal from Petros, Tenn., to Newnan, Ga., on account of excessive rate.

8913. *Kentucky Coke Company v. Chicago, Indianapolis and Louisville Railway Company.* February 17, 1910. Refund of \$21.49 on shipment of coke from Louisville, Ky., to Fort Wayne, Ind., on account of excessive rate.

8914. *Bernard, Frank and Company v. Atlantic Coast Line Railroad Company.* March 18, 1910. Refund of \$14.70 on one car of cotton duck from Pelpah, Ga., to Montgomery, Ala., on account of excessive rate.

8916. *Jacksonville Lumber Company v. Atlantic Coast Line Railroad Company.* March 4, 1910. Refund of \$95.20 on shipment of rails from Eight Mile Siding, S. C., to Jacksonville, N. C., on account of excessive rate.

8918. *Southern Cotton Oil Company v. Columbia, Newberry and Laurens Railroad Company et al.* February 2, 1910. Refund of \$21.99 on three cars of cotton linters from Newberry, S. C., to Philadelphia, Pa., on account of excessive rate.

8919. *Indianapolis Bleaching Company v. Minneapolis and St. Louis Railroad Company et al.* January 6, 1910. Refund of \$310.77 on 11 cars of clayed bagging from Indianapolis, Ind., to Minneapolis, Minn., on account of excessive rate.

8921. *R. F. Hoskins v. Southern Pacific Company.* August 22, 1910. Refund of \$102.04 and waive collection of \$10.81 on shipment of pears from Red Bluff and Anderson, Cal., to Portland, Oreg., on account of excessive rate.

8929. *J. Hayden v. United States Express Company.* November 10, 1910. Refund of \$225 on shipment of stallions from New York, N. Y., to Indianapolis, Ind., on account of smaller car being furnished than ordered.

8931. *Standard Oil Company v. Pennsylvania Company et al.* January 10, 1910. Refund of \$272.48 on shipment of fuel oil from Whiting, Ind., to Lansing, Ill., on account of excessive rate.

8932. *Studebaker Brothers Manufacturing Company v. Union Pacific Railroad Company et al.* June 14, 1910. Refund of \$15.72 on one car of vehicles from South Bend, Ind., to Denver, Colo., on account of excessive minimum.

8933. *C. B. Havens and Company v. Union Pacific Railroad Company et al.* January 10, 1910. Refund of \$18.74 on two cars of coal from Chicago, Ill., to Norfolk, Nebr., on account of excessive rate.

8934. *Consolidated Water Power and Paper Company v. Lake Shore and Michigan Southern Railway Company et al.* March 19, 1910. Refund of 86 cents on one car of iron cores from Elkhart, Ind., to Grand Rapids, Mich., on account of excessive rate.

8935. *E. W. Thayer v. Maricopa and Phoenix Railroad Company et al.* December 29, 1909. Refund of \$43 on one car of wagons from Winona, Minn., to Phoenix, Ariz., on account of excessive rate.

8942. *O. M. Heard v. Southern Railway Company et al.* November 12, 1910. Refund of \$216 on three cars of peaches from Anderson, S. C., to New York, N. Y., on account of excessive rate.

8944. *Proctor and Gamble Company v. Southern Railway Company.* January 29, 1910. Refund of \$16.66 on shipment of lard compound from Macon, Ga., to Mobile, Ala., destined to Cuba, on account of excessive rate.

8945. *C. E. Udell and Company v. Wabash Railroad Company et al.* February 10, 1910. Refund of \$9.91 on shipment of paraffin wax from East St. Louis, Ill., to Sheboygan, Wis., on account of excessive rate.

8946. *A. Klipstein and Company v. Southern Railway Company et al.* September 21, 1910. Refund of \$396.36 on two cars of quebracho extract from New York, N. Y., to Redwood City, Cal., on account of excessive rate.

8947. *Lackawanna Steel Company v. Pennsylvania Railroad Company et al.* June 22, 1910. Refund of \$45.32 on four cars of rails and fastenings from West Seneca, N. Y., to Brookston, Pa., on account of excessive rate.

8950. *Bonner and Marshall Company v. Vandalia Railroad Company et al.* September 27, 1910. Refund of \$30 on two cars of brick from Crawfordsville, Ind., to Stoughton, Wis., on account of excessive rate.

8953. *Howard Stove and Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company.* June 3, 1910. Refund of \$23.57 on three cars of molding sand from Lawrence, Kans., to Ralston, Nebr., on account of excessive rate.

8954. *Sioux City Traction Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 28, 1910. Refund of \$60 on one car of coal from Girard, Kans., to Sioux City, Iowa, on account of excessive rate.

8961. *Adams Cattle Company v. Colorado and Wyoming Railway Company.* June 16, 1910. Refund of \$94 on one car of cattle and one horse from Trinidad, Colo., to Tercio, Colo., on account of excessive rate.

8964. *A. G. Anderson, A. H. Hanson, and Ed. Hanson v. Great Northern Railway Company.* January 18, 1910. Waive collection of \$60 on shipment of emigrant outfit from Appleton, Minn., to Knox, N. Dak., on account of excessive rate.

8965. *F. W. I. Sherwood v. Northern Pacific Railway Company et al.* April 19, 1910. Refund of \$5.30 on shipment of washing machines from El Reno, Okla., to Portland, Oreg., on account of excessive rate.

8966. *Cannon Manufacturing Company v. Southern Railway Company.* January 15, 1910. Refund of \$14.03 on two cars of tobacco shade cloth from Concord, N. C., to Habana, Cuba, on account of excessive rate.

8970. *Lyon Cypress Lumber Company v. Yazoo and Mississippi Valley Railroad Company.* February 8, 1910. Waive collection of \$290 on one car of lumber from Garyville, La., to Stewardson, Ill., on account of excessive rate.

8972. *McCaull-Dinsmore Company v. Chicago, Burlington and Quincy Railroad Company et al.* March 16, 1910. Refund of \$86.25 on three cars of corn from Osmond and McLean, Nebr., to Johnstown, Colo., on account of excessive rate.

8973. *Newport Ice and Cold Storage Company v. Illinois Central Railroad Company et al.* February 17, 1910. Refund of \$35.19 on three cars of coal from Providence, Ky., to Newport, Ark., on account of excessive rate.

8975. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* February 18, 1910. Refund of \$310.08 on 43 cars of cement from Iola and Chanute, Kans., to Fremont, Nebr., on account of excessive rate.

8980. *Waterloo and Cedar Falls Union Mill Company v. Illinois Central Railroad Company.* February 12, 1910. Waive collection of \$302 on 25 cars of wheat from Hartland, Minn., to Chicago, Ill., on account of excessive milling in transit charges.

8981. *St. Louis Coal Company v. Chicago and Alton Railroad Company et al.* November 18, 1910. Refund of \$21.57 on one car of coal from Clinch, Ill., to Mexico, Mo., on account of excessive rate.

8986. *Lyon Cypress Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* March 15, 1910. Refund of 84 cents on one car of lumber from Garyville, La., to Mount Olive, Ill., on account of excessive rate.

8988. *Arizona Copper Company v. Arizona and New Mexico Railway Company.* February 19, 1910. Refund of \$1,996.09 on 145 cars of coal from Gallup, N. Mex., to Clifton, Ariz., on account of excessive rate.

8989. *The E. M. Leonard Produce Company v. Colorado and Southern Railway Company et al.* February 12, 1910. Refund of \$54 on shipment of potatoes from Menoken, Colo., to Fort Worth, Tex., on account of excessive rate.

8990. *Lyon Cypress Lumber Company v. Yazoo and Mississippi Valley Railroad Company.* February 15, 1910. Refund of \$3.35 on shipment of lumber from Garyville, La., to High Hill, Mo., on account of excessive rate.

8991. *Wilsey Grain Company v. Chicago, Burlington and Quincy Railroad Company et al.* February 23, 1910. Refund of \$76.60 on two cars of corn from Arcadia, Nebr., to Johnstown, Colo., on account of excessive rate.

8992. *American Malting Company v. Chicago, Indianapolis and Louisville Railway Company.* October 10, 1910. Refund of \$6 on shipment of malt from Chicago, Ill., to various points, on account of nonabsorption of switching charges.

8993. *Montana Brewing Company v. Great Northern Railway Company et al.* January 8, 1910. Waive collection of \$290 undercharge on shipment of brewers' grits from Helvey, Nebr., to Great Falls, Mont., on account of excessive rate.

8995. *Union Oil Company of California v. Southern Pacific Company et al.* February 26, 1910. Refund of \$75.24 on one car of engine distillate from Oleum, Cal., to Phoenix, Ariz., on account of excessive rate.

8999. *Northern Mercantile Company, Limited, v. Oregon Short Line Railroad Company et al.* April 30, 1910. Refund of \$28 on one car of poles from North Spur, Idaho, to Farmington, Utah, on account of excessive rate.

9000. *C. J. Walton and Son v. Louisville and Nashville Railroad Company et al.* January 18, 1910. Refund of \$38.99 on three cars of boilers from Louisville, Ky., to Jeanette, La., on account of excessive rate.

9001. *Mastic Wall Board and Roofing Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* February 17, 1910. Refund of \$54 on one car of lath and sheathing from New Orleans, La., to Dallas, Tex., on account of excessive rate.

9006. *Solomon-Wickersham Company v. Gila Valley, Globe and Northern Railway Company.* February 8, 1910. Refund of \$4.97 on one car of hay from Pima, Ariz., to Bowie, Ariz., on account of excessive rate.

9007. *R. M. Washington v. Baltimore and Ohio Railroad Company.* January 15, 1910. Refund of \$16 on one car of ice from Cumberland, Md., to Ridge-dale, W. Va., on account of excessive rate.

9008. *Montrose Fruit and Produce Company v. Denver and Rio Grande Railroad Company et al.* October 3, 1910. Refund of \$71.28 on one car of apples from Olathe, Colo., to Fort Worth, Tex., on account of excessive rate.

9009. *American Sheet and Tin Plate Company v. Baltimore and Ohio Railroad Company et al.* June 18, 1910. Refund of \$6.93 on one car of galvanized sheet iron from Canal Dover, Ohio, to St. Paul, Minn., on account of excessive rate.

9010. *Nevada Gypsum Company v. Southern Pacific Company et al.* January 20, 1910. Refund of \$677.62 on one car of retarder from Webster City, Iowa, to Mound House, Nev., on account of excessive rate.

9014. *Hazard, Coates and Bennett Company v. New York Central and Hudson River Railroad Company et al.* February 1, 1910. Refund of \$46.79 on two cars of iron borings from Watertown, N. Y., to Hyde, Pa., on account of excessive rate.

9015. *Coudersport Mangle Roller Manufacturing Company v. Pennsylvania Railroad Company et al.* March 24, 1910. Refund of \$24.32 on two cars of mangle roller blocks from Portville, N. Y., to East Boston, Mass., on account of excessive rate.

9016. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* June 14, 1910. Refund of \$7 on one car of molasses feed from Joliet, Ill., to Washingtonville, Pa., on account of excessive rate.

9017. *Martin-Woods Company v. Illinois Central Railroad Company et al.* February 23, 1910. Refund of \$69 on three cars of strawberries from Villa Ridge, Ill., to Davenport, Iowa, on account of excessive rate.

9019. *Pioneer Fruit Company v. Southern Pacific Company et al.* January 14, 1910. Refund of \$24.65 on one car of fruits from New Castle, Cal., to Salt Lake City, Utah, on account of excessive rate.

9020. *Henry Snyder and Sons v. Norfolk and Western Railway Company et al.* February 15, 1910. Refund of \$151.90 on five cars of poultry from Galax, Va., to Scranton, Pa., on account of excessive rate.

9022. *Early Grain and Elevator Company et al. v. Eastern Railway of New Mexico et al.* August 16, 1910. Refund of \$115.05 on seven cars of hay from various points to Amarillo, Tex., on account of excessive rate.

9026. *Union Oil Company of California v. Southern Pacific Company et al.* January 20, 1910. Refund of \$27.24 on one car of asphaltum from Oil Siding, Cal., to Indianapolis, Ind., on account of excessive rate.

9031. *McLand, Swift and Company v. Lake Shore and Michigan Southern Railway Company.* February 17, 1910. Refund of \$40.74 on shipment of wheat from Montgomery, Mich., to Philadelphia, Pa., for export, on account of excessive rate.

9032. *H. Kasden v. New York, New Haven and Hartford Railroad Company.* January 15, 1910. Refund of \$23.58 on shipment of scrap iron from Worcester, Mass., to Armory, Mass., on account of excessive rate.

9033. *Pittsburgh Steel Company v. Chicago, Burlington and Quincy Railroad Company.* April 12, 1910. Refund of \$4.43 on one car of wire fencing and wire stretchers from Monessen, Pa., to Palmyra, Mo., on account of excessive rate.

9038. *P. Morrison and Company v. Northern Pacific Railway Company.* February 4, 1910. Refund of \$14.50 on shipment of hay from Plains, Mont., to Bothell, Wash., on account of excessive rate.

9039. *Martin and Wm. H. Nixon Paper Company v. Philadelphia and Reading Railway Company et al.* March 23, 1910. Waive collection of \$30 on shipment of clay from Lincoln, N. J., to Pencoyd, Pa., on account of excessive rate.

9041. *Palmer and Company v. Chicago, Burlington and Quincy Railroad Company et al.* June 3, 1910. Refund of \$74.61 on 14 shipments of apples from Nebraska City, Nebr., to Sioux City, Iowa, on account of excessive rate.

9044. *Maxwell-Briscoe Motor Company v. Chicago, Rock Island and Pacific Railway Company et al.* March 31, 1910. Refund of \$48.51 on one automobile from Tarrytown, N. Y., to Dallas, Tex., on account of excessive minimum.

9045. *The Jensen Manufacturing Company v. Chicago, Rock Island and Pacific Railway Company.* April 11, 1910. Refund of \$198.03 on five shipments of creamery machinery from Topeka, Kans., to Cedar Rapids, Iowa, and St. Paul, Minn., on account of excessive rate.

9046. *American Gypsum Company v. Lake Shore and Michigan Southern Railway Company.* March 28, 1910. Refund of \$36 on two cars of plaster from Port Clinton, Ohio, to Gary, W. Va., on account of excessive rate.

9049. *C. L. Taggart v. Louisville and Nashville Railroad Company.* March 15, 1910. Refund of \$52.36 on one car of ties from Gap, Ky., to Cincinnati, Ohio, on account of excessive rate.

9050. *Edward Peycke Company v. Denver and Rio Grande Railroad Company et al.* January 20, 1910. Waive collection of \$229.92 undercharge on one car of apples from Salida, Colo., to Los Angeles, Cal., on account of excessive rate.

9051. *M. Badt and Company v. Union Pacific Railroad Company et al.* February 2, 1910. Refund of \$57 on one car of cement from Devils Slide, Utah, to Wells, Nev., on account of excessive rate.

9052. *Bayless and Berkalew v. Southern Pacific Company et al.* June 23, 1910. Refund of \$49 and waive collection of \$12.60 on one car of cattle and hogs from Phoenix, Ariz., to Tucson, Ariz., on account of excessive rate.

9053. *Booth Fisheries Company v. American Express Company et al.* March 29, 1910. Refund of \$1,012.50 on four cars of fish from Anacortes, Wash., to Chicago, Ill., on account of excessive rate.

9054. *U. S. Metal and Manufacturing Company v. Southern Indiana Railway Company et al.* October 8, 1910. Refund of \$34 on one car of scrap iron from Stillwater, Minn., to Terre Haute, Ind., on account of excessive rate.

9057. *Penryn Fruit Company v. Wells Fargo and Company.* November 19, 1910. Refund of \$268.24 on one car of strawberries and cherries from Penryn, Cal., to Butte, Mont., on account of excessive rate.

9058. *Thos. Bleyler, jr., v. Pennsylvania Railroad Company et al.* July 29, 1910. Refund of \$21.75 on one car of wood from McKee City, N. J., to Philadelphia, Pa., on account of misquotation of rates.

9060. *Great Western Cereal Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 27, 1910. Refund of \$23.01 on one car of meal from Council Bluffs, Iowa, to New Orleans, La., on account of excessive rate.

9061. *International Salt Company v. Lehigh Valley Railroad Company et al.* January 25, 1910. Refund of \$24.12 on one car of salt from Ludlowville, N. Y., to Haverstraw, N. Y., on account of excessive rate.

9062. *American Bridge Company of New York v. Chicago and North Western Railway Company et al.* March 1, 1910. Refund of \$12.76 on six cars of bridge iron from Deering, Ill., to Duluth, Minn., on account of excessive minimum.

9063. *The Western Paper Manufacturing Company v. Illinois Central Railroad Company et al.* September 24, 1910. Refund of \$18.42 on two cars of wrapping paper from Rockford, Ill., to New York, N. Y., on account of excessive rate.

9066. *W. A. Day v. Great Northern Railway Company.* February 1, 1910. Waive collection of \$115.20 on two cars of hay from Harlem, Mont., to Seattle, Wash., on account of excessive rate.

9068. *John Stritt v. Chicago, Burlington and Quincy Railroad Company.* February 17, 1910. Refund of \$30 on three cars of hay from Lawrence, Nebr., to Akron, Colo., on account of excessive rate.

9069. *Browning Engineering Company v. Erie Railroad Company et al.* February 1, 1910. Refund of \$1,053.34 on four cars of wrecking cranes from Mansfield, Ohio, to Eagle Pass and Laredo, Tex., on account of excessive rate.

9073. *Bisbee Lumber Company v. El Paso and Southwestern System.* August 3, 1910. Refund of \$86.28 on one car of mining timbers from San Pedro Wharf, Cal., to Lewis Springs, Ariz., on account of excessive rate.

9075. *Greenville Manufacturing Company v. Atlantic Coast Line Railroad Company.* July 6, 1910. Refund of \$276.79 on 27 cars of box shooks from Spring Hope, etc., N. C., to Emporia, Va., on account of excessive rate.

9076. *Arizona Cooperative Mercantile Company v. Atchison, Topeka and Santa Fe Railway Company.* January 18, 1910. Refund of \$165.69 on car of sirup from San Francisco, Cal., to Holbrook, Ariz., on account of excessive rate.

9077. *Standard Oil Company v. Norfolk and Southern Railway Company.* September 24, 1910. Refund of \$73.23 on shipment of oil in tanks from Norfolk, Va., to Elizabeth City and Bellhaven, N. C., on account of excessive rate.

9078. *Whittier, Coburn Company v. Atchison, Topeka and Santa Fe Railway Company.* March 14, 1910. Refund of \$43.50 on two cars of coal tar from Albuquerque, N. Mex., to San Francisco and Los Angeles, Cal., on account of excessive minimum.

9079. *Duncan McGillivray v. Atchison, Topeka and Santa Fe Railway Company.* February 28, 1910. Refund of \$388.35 on nine cars of sheep from Willard, N. Mex., to Grants, N. Mex., on account of excessive rate.

9080. *Martin-Woods Company v. Chicago, Burlington and Quincy Railroad Company.* March 3, 1910. Refund of \$204.05 on five cars of peaches from South Haven, Mich., to Davenport, Iowa, on account of excessive rate.

9081. *National Mirror Works v. Illinois Central Railroad Company et al.* July 7, 1910. Refund of \$104.58 on two cars of sand from East Gary, Ind., to Rockford, Ill., on account of excessive rate.

9083. *Wendling Lumber Company v. Southern Pacific Company.* July 25, 1910. Refund of \$515.78 on two cars of lumber from East Portland and Newberry, Oreg., to Holland, Oreg., on account of excessive rate.

9085. *Arizona Orange Association v. Maricopa and Phoenix Railroad Company et al.* November 23, 1910. Refund of \$27.65 on one car of oranges from Phoenix, Ariz., to Chicago, Ill., reconsigned to Milwaukee, Wis., on account of excessive rate.

9088. *American Sugar Refining Company v. Baltimore and Ohio Railroad Company.* October 25, 1910. Refund of \$7.15 on one car of sugar from New York, N. Y., to Sutton, W. Va., on account of excessive rate.

9090. *Plainfield Riding and Driving Club v. Central Railroad Company of New Jersey.* May 9, 1910. Refund of \$60 on four cars of horses from Jersey City, N. J., to Chestnut Hill, Pa., to Plainfield, N. J., on account of excessive rental charge.

9091. *Ashley Falls Marble Company v. New York, New Haven and Hartford Railroad Company.* January 20, 1910. Refund of \$40.48 on two cars of sand from Madison, Conn., to Ashley Falls, Mass., on account of excessive rate.

9092. *Karamin Lumber Company v. Spokane and British Columbia Railway Company et al.* May 24, 1910. Refund of \$28.05 on shipment of lumber from Karamin, Wash., to Bruce, S. Dak., on account of excessive rate.

9094. *Anderson-Tully Company v. Illinois Central Railroad Company et al.* January 25, 1910. Refund of \$19.50 on one car of box material from Memphis, Tenn., to St. Charles, Mo., on account of excessive rate.

9096. *Langfitt and Company v. Great Northern Railway Company et al.* January 11, 1910. Waive collection of \$4.28 undercharge on shipment of manure spreaders from De Kalb, Ill., to Hutchinson, Minn., on account of excessive rate.

9099. *Quaker Oats Company v. Michigan Central Railroad Company et al.* February 21, 1910. Refund of \$216.09 on five cars of coke from Detroit, Mich., to Peterboro, Ontario, on account of excessive rate.

9100. *C. B. Havens and Company v. Union Pacific Railroad Company et al.* January 18, 1910. Refund of \$10.05 on one car of coal from Chicago, Ill., to Norfolk, Nebr., on account of excessive rate.

9101. *Sullivan Brothers v. Pennsylvania Railroad Company et al.* February 23, 1910. Refund of \$26.71 on 11 cars of hay from Landenberg, Pa., to Fulton, Md., on account of excessive rate.

9102. *Central Coal Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* April 11, 1910. Refund of \$48.77 on seven cars of coal slack from Standard and McNabb, Ill., to Mineral Point, Wis., on account of excessive rate.

9106. *Marshall Oil Company v. St. Paul and Des Moines Railroad Company.* August 16, 1910. Refund of \$15.42 on one car of oil from Erie, Kans., to Mason City, Iowa, on account of excessive rate.

9108. *Crabbs-Reynolds-Taylor Company v. Chicago, Indianapolis and Louisville Railway Company.* February 17, 1910. Refund of \$30.95 on one car of corn from Brookston, Ind., to Cincinnati, Ohio., on account of excessive rate.

9109. *S. A. Foster Lumber Company v. Great Northern Railway Company et al.* January 25, 1910. Refund of \$204.75 on six cars of lumber from Wrenco, Idaho, to various points, on account of excessive weight.

9111. *Homestake Mining Company v. Chicago, Burlington and Quincy Railroad Company et al.* February 17, 1910. Refund of \$913.12 on nine cars of pig iron from Duluth, Minn., to Lead, S. Dak., on account of excessive rate.

9112. *Ragon-Bates Lumber Company v. Kansas City Southern Railway Company et al.* April 8, 1910. Refund of \$22.44 on shipment of lumber from Waldron, Ark., to Spiro, Okla., on account of excessive rate.

9113. *Chas. Schlosser v. Chicago, Milwaukee and St. Paul Railway Company et al.* June 2, 1910. Refund of \$17.43 and waive collection of \$61.05 on one car of peaches from Van Buren, Ark., to Elgin, Ill., on account of excessive rate.

9115. *Continental Can Company v. Chicago, Indianapolis and Louisville Railway Company.* August 8, 1910. Refund of \$45.20 on three cars of tin cans from Chicago, Ill., to Columbus, Ky., on account of excessive rate.

9116. *Du Pont Powder Company v. Erie Railroad Company.* February 18, 1910. Refund of \$1,614.53 on 74 cars of muriate of potash from New York, N. Y., to Wayne, N. J., on account of excessive rate.

9118. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company.* March 10, 1910. Refund of \$55 on one car of lime from Omaha, Nebr., to Kirby, Wyo., on account of excessive rate.

9120. *The Valentine-Clark Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* September 22, 1910. Refund of \$80.32 on 17 cars of ties from Brantwood, etc., Wis., to Minnesota Transfer, Minn., on account of excessive rate.

9124. *C. S. Wood v. Delaware and Hudson Company et al.* February 1, 1910. Waive collection of \$43.20 on one car of lime from Blackington, Mass., to North Creek, N. Y., on account of excessive rate.

9125. *Ragland and Dayton v. Missouri, Kansas and Texas Railway Company.* March 19, 1910. Refund of \$16.60 on shipment of sheep from Kansas City, Mo., to Elsmore, Kans., on account of single-deck car being furnished instead of double deck as ordered.

9126. *Great Western Cereal Company v. Chicago, Burlington and Quincy Railroad Company et al.* February 18, 1910. Refund of \$2.34 on one car of oatmeal from Nebraska City, Nebr., to Hattiesburg, Miss., on account of excessive rate.

9127. *Armour and Company v. Kansas City Southern Railway Company et al.* September 21, 1910. Refund of \$660.33 on 29 cars of tin-can stock from Kansas City, Mo., to North Fort Worth, Tex., on account of excessive rate.

9128. *Wm. Schumacher v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* February 4, 1910. Refund of \$26.49 on one car of peaches from Sparta, Mich., to Eau Claire, Wis., on account of excessive rate.

9130. *American Steel and Wire Company v. Elgin, Joliet and Eastern Railway Company et al.* July 26, 1910. Refund of \$173.29 on shipment of wire from Waukegan, Ill., to Stevenson, Wash., on account of excessive rate.

9132. *C. H. Thayer and Company et al. v. Illinois Central Railroad Company.* February 21, 1910. Refund of \$116 on 58 cars of corn from various points to Chicago, Ill., on account of excessive switching charges.

9133. *Rockingham Paper Company v. Boston and Maine Railroad Company et al.* January 24, 1910. Refund of \$47.85 on three cars of old bagging from Fall River, Mass., to Bellows Falls, Vt., on account of excessive rate.

9135. *C. M. Cauble v. Fort Smith and Western Railroad Company et al.* February 8, 1910. Refund of \$286 on 20 cars of stock cattle from Albany, Tex., to Tranton, Okla., on account of excessive rate.

9136. *Pinnell-McMullen Live Stock Commission Company v. Atchison, Topeka and Santa Fe Railway Company.* February 28, 1910. Refund of \$20.40 on shipment of cattle from Mooreland, Okla., to Kansas City, Mo., on account of excessive rate.

9137. *Bruce Edgerton Lumber Company v. Chicago, Rock Island and Pacific Railway Company.* April 5, 1910. Waive collection of \$21.69 on shipment of sawdust from Minneapolis, Minn., to Spirit Lake, Iowa, on account of excessive rate.

9138. *Kawmo Wholesale Grocery Company v. Atchison, Topeka and Santa Fe Railway Company.* June 2, 1910. Waive collection of \$4 on shipment of fruit jars from Coffeyville, Kans., to Kansas City, Mo., on account of nonabsorption of switching charges.

9139. *A. Bolnick and Waddington and Lounsbury v. Pennsylvania Railroad Company et al.* September 21, 1910. Refund of \$165.12 on three shipments of cattle from Panama, N. Y., to Elmer and Salem, N. J., on account of excessive rate.

9141. *Hall and Brown Wood Working Machine Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* February 28, 1910. Refund of \$33.18 on one car of machinery from St. Louis, Mo., to Marshall, Tex., on account of excessive rate.

9142. *Mancos Lumber Company v. Denver and Rio Grande Railroad Company.* February 21, 1910. Refund of \$38.40 on three cars of shingles from Grand Junction, Colo., to Mancos, Colo., on account of excessive weight.

9143. *Slayden Brothers Company v. Denver and Rio Grande Railroad Company et al.* February 8, 1910. Refund of \$21.60 on one car of coke from Sunnyside, Utah, to Pasadena, Cal., on account of excessive rate.

9146. *Marblehead Lime Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 25, 1910. Refund of \$51.79 on one car of crushed stone from Marblehead, Ill., to Edina, Mo., on account of excessive rate.

9147. *American Cigar Company v. Michigan Central Railroad Company et al.* April 5, 1910. Refund of \$26.54 on one car of box shooks from Detroit, Mich., to Watertown, Wis., on account of excessive rate.

9148. *Mississippi Manufacturing Company v. Illinois Central Railroad Company.* February 18, 1910. Refund of \$266.52 on one car of box material from Crystal Springs, Miss., to New Orleans, La., on account of excessive rate.

9149. *Monarch Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* April 20, 1910. Refund of \$13.63 and waive collection of \$1.44 on one car of grain products from Hutchinson, Kans., to Rocky Ford, Colo., on account of excessive rate.

9151. *B. E. Watkins v. Georgia Northern Railway Company et al.* March 18, 1910. Refund of \$21.22 on one car of watermelons from Boston, Ga., to New York, N. Y., on account of excessive rate.

9152. *Jos. Marzen v. Southern Pacific Company.* February 28, 1910. Refund of \$0.25 and waive collection of \$65.45 on one car of ice from Iceland, Cal., to Lovelock, Nev., on account of excessive rate.

9153. *Southern Grain and Produce Company v. Louisiana and Arkansas Railway Company.* February 10, 1910. Refund of \$100.80 on six cars of corn from Kansas City, Mo., to Hope, Ark., on account of excessive rate.

9154. *Camp Manufacturing Company v. Norfolk and Western Railway Company et al.* January 24, 1910. Refund of \$27.16 on one car of coal from North Fork, W. Va., to Pleasant Shade, Va., on account of excessive rate.

9156. *Dain Manufacturing Company v. Chicago, Rock Island and Pacific Railway Company.* March 3, 1910. Refund of \$10.31 on six shipments of agricultural implements from Ottumwa, Iowa, to Sioux Falls, S. Dak., on account of excessive rate.

9157. *International Harvester Company of America v. New York Central and Hudson River Railroad Company et al.* January 31, 1910. Refund of \$42.16 on shipment of implements from Auburn, N. Y., to Russellville, Ky., on account of excessive rate.

9158. *Missoula Mercantile Company v. Oregon Short Line Railroad Company et al.* February 8, 1910. Refund of \$30 on one car of condensed milk from Richmond, Utah, to Missoula, Mont., on account of excessive rate.

9159. *Louisville Cotton-seed Products Company v. Illinois Central Railroad Company.* February 19, 1910. Refund of \$793.34 on two cars of cottonseed hulls from Louisville, Ky., to Memphis, Tenn., on account of excessive rate.

9165. *Williams Slate Roofing Company v. Pennsylvania Railroad Company et al.* January 25, 1910. Refund of \$29.32 on one car of slag from Reading, Pa., to Richmond, Va., on account of excessive rate.

9166. *Ash Grove Lime and Portland Cement Company v. Chicago, Rock Island and Pacific Railway Company et al.* April 7, 1910. Refund of \$6.25 on one car of lime from Ash Grove, Mo., to Minden, Iowa, on account of excessive rate.

9167. *Grasselli Chemical Company v. Chicago and North Western Railway Company et al.* October 4, 1910. Refund of \$303.03 on four shipments of zinc ore from Cuba City and Benton, Wis., to Cleveland, Ohio, on account of excessive rate.

9168. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* February 23, 1910. Refund of \$7 on one car of molasses feed from Joliet, Ill., to Marlboro, Mass., on account of excessive rate.

9169. *B. E. Ingelhart v. Chicago, Rock Island and Pacific Railway Company.* May 4, 1910. Refund of \$16 on nine cars of vehicles from Des Moines, Iowa, to Omaha, Nebr., on account of excessive rate.

9170. *Jno. Morrell and Company v. Chicago, Rock Island and Pacific Railway Company.* May 10, 1910. Refund of \$16.16 on shipment of calcium chloride from Pomeroy, Ohio, to Ottumwa, Iowa, on account of excessive rate.

9187. *Union Sand and Material Company v. Mobile and Ohio Railroad Company.* November 10, 1910. Refund of \$3.50 on one car of cement from St. Louis, Mo., to Humboldt, Tenn., on account of excessive rate.

9188. *Union Sand and Material Company v. Mobile and Ohio Railroad Company.* October 11, 1910. Refund of \$3.50 on one car of cement from St. Louis, Mo., to Murphysboro, Ill., on account of excessive rate.

9189. *J. H. Turner v. Atchison, Topeka and Santa Fe Railway Company.* February 28, 1910. Refund of \$43.22 on one car of hay from Florence, Kans., to La Junta, Colo., on account of excessive rate.

9190. *B. R. Lewis Lumber Company, Potlach Lumber Company, and Stack-Gibbs Lumber Company v. Spokane and Inland Empire Railroad Company.* June 30, 1910. Refund of \$5,197.17 on various shipments of lumber, on account of excessive rate.

9193. *Shockley and Bull v. Southern Railway Company.* May 5, 1910. Refund of \$36.85 on one car of canned goods from North Wilkesboro, N. C., to Spartanburg, S. C., on account of excessive rate.

9196. *Consolidated Water Power and Paper Company v. Lake Shore and Michigan Southern Railway Company et al.* February 5, 1910. Refund of \$2.19 on two cars of iron cores from Cleveland, Ohio, to Grand Rapids, Wis., on account of excessive rate.

9197. *Whitehead Brothers Company v. Boston and Albany Railroad Company.* February 3, 1910. Refund of \$105.77 on four cars of molding sand from Van Hoesen, N. Y., to Oak Street, Mass., on account of excessive rate.

9198. *Du Pont Powder Company v. Lehigh Valley Railroad Company.* January 25, 1910. Refund of \$22.40 on two cars of brimstone from Jersey City, N. J., to Gracedale, Pa., on account of excessive rate.

9199. *B. H. Fry v. Boston and Albany Railroad Company et al.* February 1, 1910. Refund of \$39.98 on two cars of scrap iron from Palmer, Mass., to Amenia, N. Y., on account of excessive rate.

9201. *Dickinson and Company v. Chicago, Milwaukee and St. Paul Railway Company.* January —, 1909. Refund of \$21.70 on shipment of timothy and millet seed from Manning, Iowa, to Chicago, Ill., on account of excessive rate.

9203. *R. S. Armstrong and Brothers v. Southern Railway Company et al.* June 3, 1910. Refund of \$62.73 on one car of scrap iron from Franklin, N. C., to Atlanta, Ga., on account of excessive rate.

9205. *McCall Brothers Planting and Manufacturing Company v. Yazoo and Mississippi Valley Railroad Company et al.* February 17, 1910. Refund of \$206.26 on shipment of sugar from McCall, La., to Greenville, Miss., on account of excessive rate.

9206. *Kelley-How-Thomson Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* November 28, 1910. Refund of \$122.24 and waive collection of \$1.49 on six cars of cartridges from Kings Mills, Ohio, to Duluth, Minn., on account of excessive rate.

9208. *Vincentown Grange #67, P. of H., v. Pennsylvania Railroad Company.* January 24, 1910. Refund of \$37.54 on nine cars of wet grains from North Philadelphia, Pa., to Vincentown, N. J., on account of excessive rate.

9209. *National Fire Proofing Company v. Chicago, Burlington and Quincy Railroad Company et al.* January 25, 1910. Refund of \$142.41 on seven shipments of hollow building-tile from Ottawa, Ill., to Houghton, Mich., on account of excessive rate.

9210. *J. H. Turner v. Atchison, Topeka and Santa Fe Railway Company.* February 17, 1910. Refund of \$183.26 on two shipments of hay from Severy, Kans., to Rocky Ford, Colo., on account of excessive rate.

9211. *H. G. Gabel and Sons v. Atchison, Topeka and Santa Fe Railway Company.* February 3, 1910. Refund of \$22.74 on shipment of grain products from Larned, Kans., to Bristol, Colo., on account of excessive rate.

9212. *California Fruit Growers Exchange v. Atchison, Topeka and Santa Fe Railway Company et al.* October 13, 1910. Refund of \$407.63 on 10 cars of oranges from Upland, Azusa, and Glendora, Cal., to New York, N. Y., for export, on account of excessive rate.

9214. *Oregon Lime and Plaster Company v. Oregon Railroad and Navigation Company et al.* October 29, 1910. Refund of \$654 on one car of plaster retarder from Webster City, Iowa, to Portland, Oreg., on account of excessive rate.

9218. *Hygeia Filter Company v. Atchison, Topeka and Santa Fe Railway Company et al.* June 1, 1910. Refund of \$34.60 on shipment of sand from Detroit, Mich., to Los Angeles, Cal., on account of excessive rate.

9219. *J. M. Hunt et al v. Southern Express Company.* January 24, 1910. Refund of \$146.30 on shipments of peaches from Pearl, etc., Ga., to Richmond, Va., on account of excessive rate.

9224. *A. B. Patrick Company v. Atchison, Topeka and Santa Fe Railway Company.* January 25, 1910. Refund of \$10.08 on shipments of harness leather from San Francisco, Cal., to points in New Mexico and Arizona, on account of excessive rate.

9230. *American Malting Company v. Delaware, Lackawanna and Western Railroad Company et al.* March 30, 1910. Refund of \$78.29 on four cars of malt from Buffalo, N. Y., to Scranton, Pa., on account of excessive rate.

9231. *Cartersville District Coal Company v. Chicago and Eastern Illinois Railroad Company et al.* August 22, 1910. Refund of \$105.07 on 10 cars of coal from Johnston City, Ill., to Sikeston, Mo., on account of excessive rate.

9232. *Stcul and Thuman Company v. Wabash Railroad Company.* February 9, 1910. Refund of \$6.80 on shipments of wood mantels from Buffalo, N. Y., to Jackson, Miss., on account of excessive rate.

9234. *La Belle Iron Works v. St. Louis, Iron Mountain and Southern Railway Company et al.* February 10, 1910. Refund of \$20.73 on one car of plate steel from Steubenville, Ohio, to El Paso, Tex., on account of excessive rate.

9235. *United Elevator and Grain Company v. St. Louis, Iron Mountain and Southern Railway Company.* February 9, 1910. Refund of \$1.80 on one car of wheat from St. Louis, Mo., to Paris, Tex., on account of nonallowance for grain doors.

9237. *Hydraulic Press Brick Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* March 24, 1910. Refund of \$76 on three cars of brick from Howards, Mo., to Little Rock, Ark., on account of excessive rate.

9238. *S. P. Calkins and Company v. St. Louis, Iron Mountain and Southern Railway Company.* January 31, 1910. Waive collection of \$17.52 on two cars of watermelons from Bertrand, Mo., to Memphis, Tenn., on account of excessive rate.

9239. *Samuel Lewin v. Missouri Pacific Railway Company.* April 30, 1910. Refund of \$6 on shipment of scrap paper from Kansas City, Kans., to Kansas City, Mo., on account of excessive rate.

9240. *Continental Portland Cement Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* April 23, 1910. Refund of \$26.60 on three cars of cement from Continental, Mo., to Paragould, Ark., on account of excessive rate.

9244. *Page Woven Wire Fence Company v. Chicago, Rock Island and Pacific Railway Company.* February 17, 1910. Refund of \$3.63 on one car of wire fencing from Adrian, Mich., to Kingfisher, Okla., on account of excessive rate.

9246. *Saginaw Milling Company v. Perre Marquette Railroad Company et al.* February 21, 1910. Refund of \$7.71 on one car of beans from Unionville, Mich., to Portland, Me., on account of excessive rate.

9247. *Jno. F. Horr v. Atlantic Coast Line Railroad Company et al.* March 14, 1910. Refund of \$107.62 on two cars of pineapples from Fort Myers, Fla., to Cincinnati, Ohio, on account of excessive rate.

9248. *Midland Linseed Company v. Chicago Great Western Railroad Company et al.* February 15, 1910. Refund of \$10.50 on one car of oil meal from Minneapolis, Minn., to Onago, Kans., on account of excessive rate.

9250. *Stuart Lumber Company v. Atlantic Coast Line Railroad Company.* January 26, 1910. Refund of \$14.76 on one car of lumber from Brinson, Ga., to Montgomery, Ala., on account of excessive rate.

9251. *U. S. Bottlers Supply Company v. Chicago Great Western Railroad Company et al.* February 15, 1910. Refund of \$9.78 on one car of bottles from Shirley, Ind., to Austin, Minn., on account of excessive rate.

9253. *Seaboard Rice Milling Company v. International and Great Northern Railroad Company et al.* April 4, 1910. Refund of \$542.91 on five cars of rough rice from Glenwood and Simmesport, La., to Galveston, Tex., on account of excessive rate.

9258. *Mills Manufacturing Company v. Charleston and Western Carolina Railway Company.* March 4, 1910. Refund of \$20.78 on one car of lumber from Denmark, S. C., to Greenville, S. C., on account of excessive rate.

9260. *Genuine Bangor Slate Company v. Delaware, Lackawanna and Western Railroad Company.* February 1, 1910. Refund of \$12.50 on three cars of roofing slate from Pen Argyle, Pa., to Altoona, Pa., on account of excessive rate.

9261. *Bailey and Castor v. Philadelphia and Reading Railway Company et al.* January 26, 1910. Refund of \$35.36 on shipment of cord wood from Tuckahoe, N. J., to Holmesburg, Pa., on account of excessive rate.

9262. *Wheeler-Holden Company v. Chesapeake and Ohio Railway Company et al.* October 29, 1910. Refund of \$198.78 on 16 cars of cross-ties from Farmer and Morehead, Ky., to Buffalo, N. Y., on account of excessive rate.

9264. *R. L. Blevins v. Virginia Southwestern Railway Company.* June 27, 1910. Refund of \$16.09 on three cars of pig lead from Bristol, Va.-Tenn., to Mountain City, Tenn., on account of excessive rate.

9265. *Armour and Company v. Grand Trunk Railway System et al.* April 16, 1910. Refund of \$421.42 on 30 cars of cattle from Chicago, Ill., to Portland, Me., on account of excessive rate.

9266. *Penrod Walnut and Veneer Company v. St. Louis and San Francisco Railroad Company.* January 25, 1910. Refund of \$24.78 on one car of walnut logs from Fayetteville Junction, Ark., to Kansas City, Mo., on account of excessive rate.

9267. *Bisbee Improvement Company v. Sunset Railroad Company.* February 14, 1910. Refund of \$40.50 on five shipments of crude oil from Hazelton, Cal., to Bisbee, Ariz., on account of excessive rate.

9268. *H. L. Griffin Company v. Southern Pacific Company et al.* February 9, 1910. Refund of \$16.80 on one car of watermelons from Dinuba, Cal., to Pocatello, Idaho, on account of excessive rate.

9269. *Crombie and Company v. Southern Pacific Company et al.* January 31, 1910. Refund of \$42.76 on shipment of oranges from Lindsay, Cal., to El Paso, Tex., on account of excessive rate.

9270. *W. J. Botsford Lumber Company v. St. Louis and San Francisco Railroad Company et al.* February 14, 1910. Refund of \$8.87 on one car of lumber from Wyatt, La., to Clayton, Mo., on account of excessive rate.

9271. *Ratcliff Sanders Grocer Company v. St. Louis and San Francisco Railroad Company et al.* January 26, 1910. Refund of \$207.10 on two shipments of canned goods from Green Forest, Ark., to Sapulpa and Okmulgee, Okla., on account of excessive rate.

9272. *Standard Oil Company v. Maine Central Railroad Company et al.* February 5, 1910. Refund of \$21.68 on one car of naphtha and gasoline from Bangor, Me., to Fort Fairfield, Me., on account of excessive rate.

9274. *The Leon Godchaux Company, Limited, v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* September 27, 1910. Refund of \$87.23 and waive collection of \$4.95 on two shipments of molasses from Raceland, La., to Houston, Tex., on account of excessive rate.

9276. *Lion Buggy Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* September 21, 1910. Refund of \$12.26 on one car of buggies from Cincinnati, Ohio, to Richland Center, Wis., on account of excessive rate.

9277. *The Simon Cook Company v. Cincinnati Northern Railroad Company et al.* October 25, 1910. Refund of \$8.92 on shipment of scrap iron from Coldwater, Ohio, to Battle Creek, Mich., on account of excessive rate.

9292. *Minneapolis Dry Goods Company v. Chicago Great Western Railroad Company.* July 29, 1910. Refund of \$14.37 on one car of furniture from Piqua, Ohio, to Minneapolis, Minn., on account of excessive rate.

9293. *Meadow Brook Slate Company v. Central Railroad Company of New Jersey et al.* February 12, 1910. Refund of \$24.97 on five cars of roofing slate from Walnutport, Pa., to Toronto, Canada, on account of excessive rate.

9296. *Standard Oil Cloth Company v. Old Dominion Steamship Company et al.* March 28, 1910. Refund of \$48.24 on one car of oilcloth from Athenia, N. J., to Petersburg, Va., on account of excessive rate.

9299. *Tidball Lumber Company v. Chicago, Burlington and Quincy Railroad Company.* February 23, 1910. Refund of \$67.20 on one car of corn from Sweetwater, Nebr., to Spencer, Wyo., on account of excessive rate.

9300. *Great Western Cereal Company v. Elgin, Joliet and Eastern Railway Company et al.* February 23, 1910. Refund of \$8 on one car of mill feed from Joliet, Ill., to Boardman Bridge, Conn., on account of excessive rate.

9302. *American Brake Shoe and Foundry Company v. Southern Railway Company et al.* January 31, 1910. Refund of \$14 on shipment of brake shoes from Chattanooga, Tenn., to Jackson, Tenn., on account of excessive rate.

9303. *S. R. Jaques and Tinsley Company v. Central of Georgia Railway Company et al.* April 5, 1910. Waive collection of \$18.80 on shipment of sirup from Quincy, Fla., to Macon, Ga., on account of excessive rate.

9304. *Waters Pierce Oil Company v. St. Louis Southwestern Railway Company.* June 14, 1910. Refund of \$24.11 on shipment of petrol oil from St. Louis, Mo., to Malden, Mo., on account of excessive rate.

9305. *G. H. Downing and Son v. Chicago, Burlington and Quincy Railroad Company et al.* March 3, 1910. Refund of \$8.25 on one car of coal from Frontenac, Kans., to Kearney, Nebr., on account of excessive rate.

9306. *American Brake Shoe and Foundry Company v. Southern Railway Company et al.* July 28, 1910. Refund of \$10.10 on one car of brake shoes from Chattanooga, Tenn., to New Orleans, La., on account of excessive rate.

9307. *Great Western Cereal Company v. Chicago, Burlington and Quincy Railroad Company.* February 23, 1910. Refund of \$54 on two shipments of mill feed from Nebraska City, Nebr., to Brusler, La., on account of excessive rate.

9309. *Dempster Mill Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company.* March 3, 1910. Refund of \$22.80 on shipment of grain drills from Beatrice, Nebr., to Denver, Colo., on account of excessive rate.

9310. *O. A. Cooper and Son v. Chicago, Burlington and Quincy Railroad Company.* March 7, 1910. Refund of \$28.80 on four cars of flour and feed from Humboldt, Nebr., to Sharpsburg, Iowa, on account of excessive rate.

9312. *Colonial Column Manufacturing Company v. Canadian Pacific Railway Company et al.* October 4, 1910. Refund of \$22.80 on shipment of lumber from Cookshire, Quebec, to Hackettstown, N. J., on account of excessive rate.

9313. *Tiona Oil Company v. Delaware, Lackawanna and Western Railroad Company et al.* March 17, 1910. Refund of \$171.65 on 26 cars of oil from Struthers, Pa., to Utica, N. Y., on account of excessive rate.

9314. *American Steel and Wire Company v. Missouri, Kansas and Texas Railway Company et al.* March 5, 1910. Refund of \$14.75 on one car of fencing and stretchers from Joliet, Ill., to St. Charles, Mo., on account of excessive rate.

9315. *Ash Grove Lime and Portland Cement Company v. Missouri, Kansas and Texas Railway Company et al.* March 21, 1910. Refund of \$38 on one car of cement from Chanute, Kans., to Spokane, Wash., on account of excessive rate.

9316. *American Strawboard Company v. Lake Erie and Western Railroad Company et al.* March 12, 1910. Refund of \$26.64 on shipment of strawboard from Noblesville, Ind., to Reading, Pa., on account of excessive rate.

9317. *Blackwell's Durham Tobacco Company v. Norfolk and Western Railway Company et al.* January 25, 1910. Refund of \$13.19 on 22 cars of smoking tobacco from Durham, N. C., to Roswell, etc., N. Mex., on account of excessive rate.

9318. *Harris-Woodbury Lumber Company v. New Orleans and Northeastern Railroad Company et al.* February 18, 1910. Refund of \$51.60 on one car of lumber from Noland, N. C., to New Orleans, La., on account of excessive rate.

9330. *O. C. Evans and Company v. Illinois Central Railroad Company et al.* April 1, 1910. Refund of \$21.60 on two cars of potatoes from Havana, Cuba, to Kansas City, Mo., on account of excessive estimated weight.

9331. *Union Bag and Paper Company v. Delaware and Hudson Company et al.* February 21, 1910. Refund of \$30.08 on one car of paper bags from Sandy Hill, N. Y., to Duluth, Minn., on account of excessive rate.

9332. *Texas and Gulf Railway Company v. Texas and Gulf Railway Company et al.* October 7, 1910. Refund of \$258.46 on nine cars of fuel oil from Oil City, La., to Carthage, Tex., on account of excessive rate.

9333. *Kansas City Bolt and Nut Company v. Chicago, Rock Island and Pacific Railway Company.* February 10, 1910. Refund of \$38.82 on three cars of iron scale from Kansas City, Mo., to Omaha, Nebr., on account of excessive rate.

9334. *Post Pipe Company v. Texas and Pacific Railway Company et al.* June 14, 1910. Refund of \$95.41 on one car of sewer pipe from Texarkana, Tex., to Opelousas, La., on account of excessive rate.

9336. *Woodson and Graves v. Seaboard Air Line Railway et al.* June 23, 1910. Refund of \$5.21 on one car of lumber from Wilmington, N. C., to Alexandria, Va., on account of excessive rate.

9338. *Sleph and Chapman v. Chicago, Milwaukee and St. Paul Railway Company.* March 24, 1910. Refund of \$62.31 on seven shipments of rags from Chicago, Ill., to Appleton, Wis., on account of excessive rate.

9339. *R. J. Brown, A. B. Edwards, E. Webb and Co., and G. A. Scaling v. Missouri, Kansas and Texas Railway Company of Texas et al.* October 18, 1910. Refund of \$240 on 59 cars of cattle from Halsell, Tex., to National Stock Yards, Ill., on account of excessive rate.

9343. *Scott, Foresman and Company v. Chicago, Rock Island and Pacific Railway Company et al.* July 25, 1910. Refund of \$152.46 on two cars of school-books from Dallas, Tex., to Chicago, Ill., on account of excessive rate.

9347. *Richmond Supply Company v. Southern Pacific Company.* March 28, 1910. Refund of \$69.89 on one car of hay from Lovelock, Nev., to Point Richmond, Cal., on account of excessive rate.

9351. *Indianoma Gins v. Chicago, Rock Island and Pacific Railway Company.* June 18, 1910. Refund of \$16.50 on one car of bagging and ties from Memphis, Tenn., to Gracemont, Okla., on account of excessive rate.

9353. *Ottawa Gas Company v. Ottawa and New York Railway Company et al.* May 9, 1910. Refund of \$45.93 on seven cars of coal from Plum Creek, Pa., to Ottawa, Ontario, on account of excessive rate.

9354. *S. H. Frank and Company v. Northern Pacific Railway Company et al.* February 15, 1910. Refund of \$79.47 on eight shipments of leather from Redwood, Cal., to Miles City, Mont., on account of excessive rate.

9360. *Swatling and Smith v. Arizona and Colorado Railroad Company.* March 12, 1910. Refund of \$102.09 on one car of lime from El Paso, Tex., to Pearce, Ariz., on account of excessive rate.

9367. *Bartow Consolidated Canning Company and Fowler Canning and Manufacturing Company v. Atchison, Topeka and Santa Fe Railway Company.* August 16, 1910. Refund of \$107.56 on three cars of tin cans from Indianapolis, Ind., to Fowler and Manzanola, Colo., on account of excessive rate.

9369. *Eagle Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* March 29, 1910. Refund of \$24.60 on one car of grain products from Newton, Kans., to Fowler, Colo., on account of excessive rate.

9373. *North Wisconsin Lumber and Manufacturing Company v. Chicago, St. Paul, Minneapolis, and Omaha Railway Company et al.* February 5, 1910. Refund of \$18.30 on one car of shavings from Hayward, Wis., to Van Wert, Ohio, on account of excessive rate.

9374. *Continental Oil Company v. Northern Pacific Railway Company et al.* October 5, 1910. Refund of \$44.69 on one car of gasoline from Sugar Creek, Mo., to Missoula, Mont., on account of excessive rate.

9375. *Cumberland Coal Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* March 12, 1910. Refund of \$24.64 on one car of coal from Itasca, Wis., to McMinnville, Oreg., on account of excessive rate.

9376. *R. G. Clark et al. v. Atchison, Topeka and Santa Fe Railway Company.* April 12, 1910. Waive collection of \$31,295.14 on various shipments between points in Oklahoma, causing interstate rates to be applied instead of intrastate.

9377. *E. S. Griswold v. Atchison, Topeka and Santa Fe Railway Company.* February 10, 1910. Refund of \$36 on shipment of emigrant movables from Salina, Kans., to Holly, Colo., on account of excessive rate.

9378. *William Hobensack v. Pennsylvania Railroad Company.* February 8, 1910. Refund of \$24 on two cars of wheat from Roxton, Pa., to Trenton, N. J., on account of excessive rate.

9379. *Smith, Rouse, and Webster Company v. Maryland and Pennsylvania Railroad Company et al.* March 5, 1910. Refund of \$28.14 on one car of canned tomatoes from Bel Air, Md., to Connellsville, Pa., on account of excessive rate.

9390. *St. Louis Edible Nut Company v. Chicago, Rock Island and Pacific Railway Company.* February 23, 1910. Refund of \$32.50 on shipment of peanuts from St. Louis, Mo., to Wichita, Kans., on account of excessive rate.

9392. *Williams, Wells and Company v. New York, New Haven and Hartford Railroad Company.* February 17, 1910. Refund of \$24 on 8 cars of coal from Kaska Williams, Pa., to Sound Beach, Conn., on account of excessive rate.

9393. *D. Maher and Sons v. New York, New Haven and Hartford Railroad Company.* March 2, 1910. Refund of \$18 on six cars of coal from St. Clair, Pa., to Sound Beach, Conn., on account of excessive rate.

9394. *Fernwood Lumber Company v. Illinois Central Railroad Company.* August 22, 1910. Waive collection of \$242 on shipment of coal from Yolande, Ala., to Fernwood, Miss., on account of excessive rate.

9396. *Meyer Brothers v. Mobile and Ohio Railroad Company.* February 12, 1910. Refund of \$28.80 on shipment of oranges from Mobile, Ala., to Meridian, Miss., on account of excessive rate.

9398. *E. Scharff v. Louisiana Western Railroad Company et al.* September 21, 1910. Waive collection of \$47.28 on shipment of rough rice from Markham, Tex., to Welsh, La., on account of excessive rate.

9400. *Swift and Company v. Chicago, Burlington and Quincy Railroad Company et al.* February 28, 1910. Refund of \$40 on eight shipments of cottonseed cooking oil from South Omaha, Nebr., to Missoula, Butte, Helena, Great Falls, and Billings, Mont., on account of excessive rate.

9401. *Cobb and Elliott Grain Company v. Pecos and Northern Texas Railway Company.* May 10, 1910. Refund of \$132.02 on two cars of kaffir corn from Plainview, Tex., to St. Louis, Mo., on account of excessive rate.

9402. *Cement Gravel Company of Augusta, Ga., v. Charleston and Western Carolina Railway Company et al.* June 2, 1910. Refund of \$1,114.68 and waive \$6,129.71 on 51 cars of gravel from Steel Creek, S. C., to Atlanta, Ga., on account of excessive rate.

9404. *Colburn Brothers v. Atchison, Topeka and Santa Fe Railway Company.* April 19, 1910. Refund of \$22.03 on shipment of grain products from McPherson, Kans., to Fowler, Colo., on account of excessive rate.

9405. *International Salt Company of New York v. Northern Central Railway Company et al.* February 8, 1910. Refund of \$6 on shipment of salt from Watkins, N. Y., to Babbitt, N. J., on account of excessive rate.

9406. *Acme Powder Company v. Chicago, Burlington and Quincy Railroad Company et al.* April 7, 1910. Refund of \$23.46 on shipment of powder from Aetna, Ind., to La Salle, Ill., on account of excessive rate.

9407. *Western Lumber Company v. Chicago, Indianapolis and Louisville Railway Company et al.* March 25, 1910. Refund of \$25 and waive collection of \$14.60 on shipment of lumber from Gasport, Ind., to Cincinnati, Ohio, on account of excessive rate.

9408. *H. F. Watson Company v. Bessemer and Lake Erie Railroad Company et al.* April 12, 1910. Refund of \$4.76 on shipment of building and roofing paper from Erie, Pa., to Kent, Ohio, on account of excessive rate.

9411. *H. C. McNeill and Son v. Chicago, Milwaukee and St. Paul Railway Company et al.* November 9, 1910. Refund of \$4 on one car of plaster from Fort Dodge, Iowa, to Wagner, S. Dak., on account of excessive rate.

9412. *American Glue Company v. Erie Railroad Company et al.* March 19, 1910. Refund of \$271.77 on nine shipments of fleshings from Endicott, N. Y., to Springdale, Pa., on account of excessive rate.

9413. *S. Tarabino and Company v. Atchison, Topeka and Santa Fe Railway Company et al.* March 7, 1910. Refund of \$51.21 on shipment of wine from Healdsburg, Cal., to Morley, Colo., on account of excessive rate.

9416. *Keystone Terra Cotta Company v. Philadelphia, Baltimore and Washington Railroad Company et al.* June 18, 1910. Refund of \$26.55 on one car of clay from Metuchen, N. J., to Kennett, Pa.

9417. *Tonopah Lumber Company, Incorporated, v. Tonopah and Goldfield Railroad Company.* February 19, 1910. Refund of \$5.16 on shipment of lumber from Truckee, Cal., to Tonopah, Nev., on account of excessive rate.

9418. *Michigan Condensed Milk Company v. Ann Arbor Railroad Company et al.* July 19, 1910. Refund of \$73.57 on two shipments of condensed milk from Howell, Mich., to New Orleans, La., on account of excessive rate.

9420. *A. B. Patrick Company v. Atchison, Topeka and Santa Fe Railway Company.* February 8, 1910. Refund of \$13.24 on shipment of harness leather from San Francisco, Cal., to Albuquerque, N. Mex., on account of excessive rate.

9421. *Southern Manufacturing Company v. Mobile and Ohio Railroad Company et al.* March 25, 1910. Refund of \$27.32 on shipment of cotton-factory sweepings from Mobile, Ala., to Athens, Ga., on account of excessive rate.

9423. *W. F. Frulan v. Southern Pacific Company.* February 28, 1910. Waive collection of \$199.50 on slab wood from Hiit, Cal., to Ashland, Oreg., on account of excessive rate.

9425. *J. G. Read and Brothers Company v. Southern Pacific Company.* February 12, 1910. Refund of \$17.33 on two shipments of harness leather from Santa Rosa, Cal., to Ogden, Utah, on account of excessive rate.

9426. *Northwestern Thresher Company v. Chicago Great Western Railroad Company et al.* May 2, 1910. Refund of \$10.75 on shipment of threshing machinery from Stillwater, Minn., to Blockton, Iowa, on account of excessive rate.

9431. *Eiseman Brothers v. Nevada and California Railway Company et al.* March 25, 1910. Refund of \$146.49 on shipment of wool in grease from Thorne, Nev., to Boston, Mass., on account of excessive rate.

9432. *Star Brick Company v. Atchison, Topeka and Santa Fe Railway Company.* February 12, 1910. Refund of \$4.84 on shipment of brick from Iola, Kans., to Tangier, Okla., on account of excessive rate.

9433. *Postum Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* February 21, 1910. Refund of \$4.20 on shipment of Post toasts from Battle Creek, Mich., to Des Moines, Iowa, on account of excessive rate.

9434. *Copper Queen Consolidated Mining Company v. Southern Pacific Company et al.* April 11, 1910. Refund of \$170.27 on shipment of roof coating and cement from Paraffin, Cal., to Douglas, Ariz., on account of excessive rate.

9436. *Pacific Fruit Express Company v. Southern Pacific Company.* April 11, 1910. Refund of \$2,801.19 on 20 cars of ice from Wickes, Cal., to Carlin, Nev., on account of excessive rate.

9437. *Monot Grocery Company v. Great Northern Railway Company.* March 12, 1910. Refund of \$62.25 on two shipments of apples from Somers, Mont., to Minot, S. Dak., on account of excessive rate.

9438. *Louisiana Red Cypress Company v. Morgan's Louisiana and Texas Railroad and Steamship Company.* July 12, 1910. Refund of \$7.66 on one car of lumber from Garden City, La., to Hornell, N. Y., on account of excessive rate.

9439. *La Belle Iron Works v. Atchison, Topeka and Santa Fe Railway Company et al.* June 18, 1910. Refund of \$24.96 on shipment of plate steel from Steubenville, Ohio, to Dallas, Tex., on account of excessive rate.

9441. *Arizona and Colorado Railroad Company v. Southern Pacific Company.* November 3, 1910. Refund of \$7,917.43 on 45 cars of rails and fastenings from Bowie, Ariz., to Cochise, Ariz., on account of excessive rate.

9442. *Eagle Milling Company v. Southern Pacific Company.* July 1, 1910. Refund of \$87.47 on two cars of rolled barley from Tucson, Ariz., to Toltec, Ariz., on account of excessive rate.

9443. *L. M. Lasell Company v. Southern Pacific Company.* February 8, 1910. Waive collection of \$66.50 on shipment of hay from Lovelock, Nev., to Martinez, Cal., on account of excessive rate.

9445. *Eyster and Son v. Baltimore and Ohio Railroad Company.* March 19, 1910. Refund of \$887.06 and waive collection of \$520.25 on 138 cars of waste paper from Bennings, D. C., to Halltown, W. Va., on account of excessive rate.

9446. *Parham and Cotton v. Louisville and Nashville Railroad Company.* May 18, 1910. Refund of \$9.52 on shipment of iron roofing and strips from Cincinnati, Ohio, to Franklin, Tenn., on account of excessive rate.

9447. *Connecticut Valley Lumber Company v. Boston and Maine Railroad Company et al.* February 14, 1910. Refund of \$96.29 on six cars of lumber and laths from Holyoke and Mount Tom, Mass., to Central New England Railway stations, on account of excessive rate.

9448. *Nevada Gypsum Company v. Southern Pacific Company.* February 19, 1910. Refund of \$128.12 on shipment of plaster from Mound House, Nev., to Fair Oaks Bridge, Cal., on account of excessive rate.

9450. *Wyoming Shovel Works v. Lehigh Valley Railroad Company.* April 4, 1910. Refund of \$36.42 on four shipments of lumber from North Spencer, Burdett, and Van Etten, N. Y., to Wyoming, Pa., on account of excessive rate.

9451. *Cloquet Lumber Company v. Great Northern Railway Company.* February 17, 1910. Refund of \$12.57 on shipment of lumber from Cloquet, Minn., to Malta, Ill., on account of excessive rate.

9452. *Sunderland Brothers Company v. Illinois Central Railroad Company et al.* February 17, 1910. Refund of \$12.82 on two shipments of iron culverts from Waterloo, Iowa, to Cairo, Nebr., on account of excessive rate.

9453. *S. J. Nathan v. Denver and Rio Grande Railroad Company.* February 18, 1910. Refund of \$20 on shipment of household goods from Durango, Colo., to Alamosa, Colo., on account of excessive rate.

9454. *Wm. Hobensack v. Philadelphia and Reading Railway Company.* April 27, 1910. Refund of \$23.44 on shipment of wheat from Hatboro, Pa., to Trenton, N. J., on account of excessive rate.

9455. *Acme Cement Plaster Company v. Chicago and North Western Railway Company et al.* March 7, 1910. Refund of \$9 on shipment of cement plaster from Laramie, Wyo., to Herrick, S. Dak., on account of excessive rate.

9456. *W. C. Pitt v. Southern Pacific Company.* February 21, 1910. Waive collection of \$58.86 undercharge on shipment of ice from Iceland, Cal., to Lovelock, Nev., on account of excessive rate.

9457. *J. L. Tucker v. Southern Pacific Company.* February 8, 1910. Waive collection of \$75.89 on shipment of hay from Lovelock, Nev., to Lincoln, Cal., on account of excessive rate.

9458. *National Refining Company v. Missouri Pacific Railway Company et al.* September 29, 1910. Refund of \$7.70 on shipment of carbon oil from Coffeyville, Kans., to Decatur, Ill., on account of excessive rate.

9459. *L. Patterson Mercantile Company v. Chicago Great Western Railway Company et al.* February 17, 1910. Refund of \$13.02 on shipment of glass fruit jars from Washington, Pa., to Mankato, Minn., on account of excessive rate.

9460. *Chalfant Grain Company v. Missouri, Kansas and Texas Railway Company.* March 12, 1910. Refund of \$8 on shipment of bran from Kansas City, Mo., to Moberly, Mo., on account of excessive rate.

9461. *Bartlett, Kuhn and Company v. Illinois Central Railroad Company.* November 10, 1910. Refund of \$9 on three cars of oats from Evansville, Ind., to various points, on account of nonallowance for elevation.

9462. *American Steel and Wire Company v. Yazoo and Mississippi Valley Railroad Company.* September 24, 1910. Refund of \$20 on shipment of wire from Memphis, Tenn., to New Orleans, La., on account of excessive rate.

9463. *David Cox v. Southern Pacific Company.* February 18, 1910. Refund of \$3.97 on shipment of potatoes from Oregon City, Oreg., to Live Oak, Cal., on account of excessive rate.

9464. *G. R. Barse Live Stock Commission Company v. Chicago, Rock Island and Gulf Railway Company et al.* February 8, 1910. Refund of \$11 on shipment of cattle from Junction, Okla., to North Fort Worth, Tex., on account of excessive rate.

9467. *Peter Moran Ice Company v. Grand Rapids and Indiana Railway Company.* March 19, 1910. Waive collection of \$22.42 on two shipments of ice from Bakers Siding, Mich., to Fort Wayne, Ind., on account of excessive rate.

9475. *Comstock Mill and Mining Company v. Southern Pacific Company et al.* March 5, 1910. Refund of \$168.41 on shipment of cyanide of potassium from Perth Amboy, N. J., to Carson City, Nev., on account of excessive rate.

9480. *E. I. du Pont de Nemours Powder Company v. Baltimore and Ohio Railroad Company.* February 18, 1910. Refund of \$376.80 on 22 cars of imported nitrate of soda from Baltimore, Md., to Fairchance, Pa., on account of excessive rate.

9482. *E. R. McMillan v. Norfolk and Western Railway Company.* February 28, 1910. Refund of \$32.79 on shipment of live poultry from Galax, Va., to Scranton, Pa., on account of excessive rate.

9483. *Baker and Hamilton v. Southern Pacific Company.* March 17, 1910. Refund of \$18.40 on shipment of spraying machines from Kansas City, Mo., to San Francisco, Cal., on account of excessive rate.

9484. *Taft and Suydam v. Southern Pacific Company et al.* March 4, 1910. Refund of \$166.78 on shipment of macaroni and noodles from Cleveland, Ohio, to San Francisco, Cal., on account of excessive rate.

9485. *J. A. Ellis v. Chicago, Burlington and Quincy Railroad Company.* March 19, 1910. Refund of \$10 on shipment of emigrant outfit from Basin, Wyo., to Central City, Nebr., on account of excessive rate.

9486. *Washburn-Crosby Company v. Great Northern Railway Company.* February 21, 1910. Refund of \$64.39 on shipment of flour, bran, and middlings from Minneapolis, Minn., to Culbertson, Mont., on account of excessive rate.

9487. *American Steel and Wire Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* February 17, 1910. Refund of \$26.48 on one car of wire fence, etc., from Richmond, Ind., to Spring Green, Wis., on account of excessive rate.

9488. *Lewis-Stenger Barber Supply Company v. Southern Pacific Company.* February 7, 1910. Waive collection of \$2.67 on shipment of barber supplies from Portland, Oreg., to Chico, Cal., on account of excessive rate.

9491. *Eagle Milling Company v. Southern Pacific Company.* September 21, 1910. Refund of \$175.90 on one car of barley from Tucson, Ariz., to Toltec, Ariz., on account of excessive rate.

9492. *Taylor Brothers v. Pennsylvania Railroad Company.* February 15, 1910. Refund of \$10 on shipment of land plaster from Philadelphia, Pa., to Columbus, N. J., on account of excessive rate.

9495. *Continental Oil Company v. Chicago, Burlington and Quincy Railroad Company.* February 23, 1910. Refund of \$59.06 on two cars of oil from Denver, Colo., to Garland and Kirby, Wyo., on account of excessive rate.

9497. *McCullough Brothers v. Southern Express Company.* March 24, 1910. Refund of \$11.25 on shipment of grape fruit from Jacksonville, Fla., to Atlanta, Ga., on account of excessive rate.

9499. *J. S. Kent Company v. West Jersey and Seashore Railroad Company et al.* March 23, 1910. Refund of \$31.28 on one car of shingles from Egg Harbor, N. J., to Red Lion, Pa., on account of excessive rate.

9501. *Larowe Milling Company v. Grand Trunk Railway System et al.* March 29, 1910. Refund of \$18 on shipment of dried beet pulp from Owosso, Mich., to Woodstown, N. J., on account of excessive rate.

9502. *J. B. Ransom and Company v. Tennessee Central Railroad Company.* February 28, 1910. Refund of \$14.97 on shipment of cedar lumber from Nashville, Tenn., to Chicago, Ill., on account of excessive rate.

9505. *Cleveland Milling Company v. Lake Shore and Michigan Southern Railway Company.* October 29, 1910. Refund of \$4 on one car of flour and bran from Cleveland, Ohio, to Danielsville, Pa., on account of excessive rate.

9509. *Armour and Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* March 4, 1910. Refund of \$26.90 on seven shipments of salted crab bait tripe from Chicago, Ill., to Washington, D. C., on account of excessive rate.

9510. *Marshall-Wells Hardware Company v. Northern Pacific Railway Company et al.* October 10, 1910. Refund of \$18.13 on one car of roofing and building paper from Marseilles, Ill., to Billings, Mont., on account of excessive rate.

9513. *Poliak Brothers v. Chicago, Burlington and Quincy Railroad Company et al.* February 26, 1910. Refund of \$39 on shipment of bones from Raton, N. Mex., to East St. Louis, Ill., on account of excessive rate.

9514. *Graham Paper Company v. Atchison, Topeka and Santa Fe Railway Company et al.* July 25, 1910. Refund of \$95.73 on shipment of poster paper from Brokaw, Wis., to Dallas, Tex., on account of excessive rate.

9519. *Bessemeyer Brothers v. Atchison, Topeka and Santa Fe Railway Company.* April 19, 1910. Waive collection of \$1,256.06 on 10 cars of corn and oats from Courtland, Kackley, and Concordia, Kans., and Superior, Nebr., to Raton, Silver City, Maxwell City, Deming, Santa Rita, Ricardo, and Magdalena, N. Mex., on account of excessive rate.

9520. *Hegeler Brothers v. Chicago and Eastern Illinois Railroad Company et al.* April 14, 1910. Refund of \$21.98 on shipment of zinc ore from Sarcoux, Mo., to Danville, Ill., on account of excessive rate.

9521. *W. R. Chivvis v. Chicago, Burlington and Quincy Railroad Company.* February 10, 1910. Refund of \$31.60 on shipment of walnut lumber from Ashland, Nebr., to St. Louis, Mo., on account of excessive rate.

9522. *Security Warehouse and Elevator Company v. Chicago, Burlington and Quincy Railroad Company et al.* March 7, 1910. Refund of \$15.31 on one car of wheat from Argos, Ind., to St. Louis, Mo., on account of excessive rate.

9529. *National Refining Company v. Missouri Pacific Railway Company et al.* March 17, 1910. Refund of \$64.80 on shipment of oil from Coffeyville, Kans., to Erick, Okla., on account of excessive rate.

9530. *The Burton Produce Company v. Wabash Railroad Company et al.* April 11, 1910. Refund of \$31.40 on shipment of potatoes from Ault, Colo., to Columbia, Mo., on account of excessive rate.

9531. *Bellevue Lumber Company v. Yazoo and Mississippi Valley Railroad Company.* February 17, 1910. Refund of \$30.63 on two shipments of lumber from Bellevue, Miss., to Rushville, Ind., on account of excessive rate.

9533. *Chicago and North Western Railway Company v. Illinois Central Railroad Company et al.* August 19, 1910. Refund of \$89.71 on 17 cars of lumber from various Mississippi points to Benld, Ill., on account of excessive rate.

9536. *American Sheet and Tin Plate Company v. Pennsylvania Railroad Company et al.* March 19, 1910. Refund of \$13.15 on one car of galvanized iron from Vandergrift, Pa., to Fond du Lac, Wis., on account of excessive rate.

9538. *Pittman and Harrison Company v. St. Louis, Iron Mountain and Southern Railway Company.* September 30, 1910. Refund of \$44.73 on four cars of oats from Bokchito and Durant, Okla., to Prescott, Morrilton, and Arkadelphia, Ark., on account of excessive rate.

9540. *Ford Manufacturing Company v. Texas and Pacific Railway Company et al.* November 18, 1910. Refund of \$7.25 on one car of building paper from Vandalia, Ill., to Dallas, Tex., on account of excessive rate.

9541. *Postum Cereal Company v. Atchison, Topeka and Santa Fe Railway Company.* March 23, 1910. Refund of \$68.40 on shipment of cereals from Battle Creek, Mich., to Wichita, Kans., on account of excessive rate.

9543. *Postum Cereal Company v. Atchison, Topeka and Santa Fe Railway Company et al.* March 29, 1910. Refund of \$50.40 on shipment of cereals from Battle Creek, Mich., to Winfield, Kans., on account of excessive rate.

9545. *Postum Cereal Company v. Atchison, Topeka and Santa Fe Railway Company et al.* March 22, 1910. Refund of \$50.32 on shipment of cereals from Battle Creek, Mich., to Wichita, Kans., on account of excessive rate.

9549. *A. W. Landerholm v. Southern Pacific Company.* April 26, 1910. Waive collection of \$6.02 on three shipments of hardware, harness, etc., from Portland, Oreg., to Red Bluff, Cal., on account of excessive rate.

9551. *Roy and Titcomb v. Southern Pacific Company.* October 5, 1910. Waive collection of \$340 on one car of lumber from Weed, Cal., to Nogales, Ariz., on account of excessive rate.

9553. *Meridian Fertilizer Factory v. Houston and Shreveport Railroad Company et al.* March 23, 1910. Refund of \$34.75 on two shipments of fertilizer from Shreveport, La., to Jacksonville, Tex., on account of excessive rate.

9554. *Aurora Milling Company v. Chicago, Burlington and Quincy Railroad Company.* February 28, 1910. Refund of \$84 on one car of feed from Aurora, Nebr., to Arvada, Wyo., on account of excessive rate.

9555. *Big Horn Timber Company v. Chicago, Burlington and Quincy Railroad Company.* March 15, 1910. Refund of \$122.18 on shipment of lumber from Ranchester, Wyo., to Omaha, Nebr., on account of excessive rate.

9556. *National Enameling and Stamping Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* March 30, 1910. Refund of \$52.16 on two shipments of galvanized sheet iron from St. Louis, Mo., to San Antonio and Austin, Tex., on account of excessive rate.

9557. *Elliott-Loeffler Company v. Chicago, Burlington and Quincy Railroad Company.* March 16, 1910. Refund of \$34.63 on four shipments of alcohol, spirits, and whisky from Peoria, Ill., to La Crosse, Wis., on account of excessive rate.

9558. *Pabst Brewing Company v. Chicago and North Western Railway Company et al.* February 26, 1910. Refund of \$72.52 on four shipments of beer from Milwaukee, Wis., to Hammond, Ind., on account of excessive rate.

9559. *Macbeth and Gardner Company v. Chicago and North Western Railway Company et al.* March 22, 1910. Refund of \$11 on two cars of cattle from Philip, S. Dak., to Mankato, Minn., on account of excessive rate.

9560. *American Beet Sugar Company v. Southern Pacific Company et al.* July 5, 1910. Refund of \$30.22 on shipment of sugar from Oxnard, Cal., to Duluth, Minn., on account of excessive rate.

9562. *C. F. Clark and Son v. Maine Central Railroad Company et al.* March 22, 1910. Refund of \$7.30 on shipment of boards from Newhall, Me., to Marlboro, Mass., on account of excessive rate.

9563. *E. H. Emery and Company v. Chicago, Burlington and Quincy Railroad Company et al.* March 25, 1910. Refund of \$42.60 on shipment of peaches from Lavaca, Ark., to Centerville, Iowa, on account of excessive rate.

9564. *Nevada Hardware and Supply Company v. Southern Pacific Company.* February 21, 1910. Refund of \$66.02 on shipment of powder from Powder Works, Cal., to Reno, Nev., on account of excessive rate.

9565. *A. E. Shute v. Pennsylvania Railroad Company et al.* February 16, 1910. Refund of \$20.25 on one car of lime from Knickerbocker, Pa., to Glassboro, N. J., on account of excessive rate.

9566. *Tennessee Chemical Company v. Nashville, Chattanooga and St. Louis Railway et al.* May 17, 1910. Refund of \$267.26 on eight shipments of acid phosphate from Nashville, Tenn., to Arcadia, La., on account of excessive rate.

9567. *Hale-Halsell Grocery Company v. Missouri, Kansas and Texas Railway Company et al.* February 11, 1910. Refund of \$22.32 on shipment of fruit jars from Altoona, Kans., to Muskogee, Okla., on account of excessive rate.

9568. *Port Arthur Rice Milling Company v. Texas and New Orleans Railroad Company et al.* July 1, 1910. Refund of \$241.78 on four shipments of rice from New Orleans, La., to Port Arthur, Tex., on account of excessive rate.

9569. *Frank Farius v. Southern Pacific Company.* March 17, 1910. Waive collection of \$131.55 on two cars of hay from Lovelock, Nev., to Newark, Cal., on account of excessive rate.

9570. *Detroit Copper Mining Company v. Southern Pacific Company et al.* September 21, 1910. Refund of \$299.20 on shipment of potatoes and onions from San Francisco, Cal., to Morenci, Ariz., on account of excessive rate.

9573. *Anaconda Copper Mining Company v. Oregon Short Line Railroad Company et al.* March 12, 1910. Refund of \$63.62 on shipment of fire brick from Anaconda, Mont., to Devils Slide, Utah, on account of excessive rate.

9574. *American Beet Sugar Company v. Southern Pacific Company et al.* March 7, 1910. Refund of \$30.22 on shipment of sugar from Oxnard, Cal., to Grand Island, Nebr., on account of excessive rate.

9575. *Fort Valley Canning Company v. Southern Railway Company et al.* June 16, 1910. Refund of \$54 on shipment of canned peaches from Fort Valley, Ga., to Natchez, Miss., on account of excessive rate.

9578. *Railway Supply and Manufacturing Company v. Southern Railway Company.* March 7, 1910. Refund of \$13.38 on shipment of cotton-factory sweepings from Salisbury, N. C., to Norfolk, Va., on account of excessive rate.

9579. *Tomlinson Chair Manufacturing Company v. Southern Railway Company et al.* September 30, 1910. Refund of \$52.08 on shipment of furniture from High Point, N. C., to Lake, Miss., on account of excessive rate.

9580. *Union Oil Company of California v. Southern Pacific Company et al.* July 12, 1910. Refund of \$75.24 on shipment of distillate from Oleum, Cal., to Wenden, Ariz., on account of excessive rate.

9581. *General Chemical Company v. New York Central and Hudson River Railroad Company.* February 25, 1910. Refund of \$7.20 on two shipments of nitrate of soda from Tompkinsville, N. Y., to Syracuse, N. Y., on account of excessive rate.

9587. *Farmers Grain Company v. Illinois Central Railroad Company.* September 24, 1910. Refund of \$22.45 on shipments of grain on account of non-allowance for grain doors.

9588. *American Brake Shoe and Foundry Company v. Southern Railway Company et al.* February 15, 1910. Refund of \$0.64 on shipment of brake shoes from Chattanooga, Tenn., to New Orleans, La., on account of excessive rate.

9589. *Acme Cement Plaster Company v. Louisville and Nashville Railroad Company.* February 21, 1910. Refund of \$6 on one car of plaster from Grand Rapids, Mich., to Middlesborough, Ky., on account of excessive rate.

9590. *International Paper Company v. Maine Central Railroad Company et al.* February 14, 1910. Refund of \$100.78 on 11 shipments of wrapping paper from Livermore, Me., to Woodland, Me., on account of excessive rate.

9591. *Kansas City Portland Cement Company v. Chicago, Burlington and Quincy Railroad Company et al.* March 25, 1910. Refund of \$42.56 on two shipments of cement from Cement City, Mo., to Beatrice, Nebr., on account of excessive rate.

9592. *McCaull-Dinsmore Company v. Northern Pacific Railway Company et al.* August 18, 1910. Refund of \$32.65 on shipment of bulk corn from Springfield, S. Dak., to Ellenburg, Wash., on account of excessive rate.

9595. *Price-Evans Foundry Company v. Nashville, Chattanooga and St. Louis Railway et al.* July 16, 1910. Refund of \$14.91 on shipment of sash weights from Chattanooga, Tenn., to Jonesboro, Ark., on account of excessive rate.

9597. *Schmoeller and Mueller v. Chicago Great Western Railroad Company et al.* August 12, 1910. Waive collection of \$16.31 on four shipments of pianos from Steger, Ill., to Omaha, Nebr., on account of excessive rate.

9605. *W. P. Bottom v. Chicago Great Western Railway Company et al.* July 27, 1910. Refund of \$19.53 on shipment of potatoes from Watts, Minn., to Bethel, Kans., on account of excessive rate.

9606. *E. I. du Pont de Nemours Powder Company v. Philadelphia, Baltimore and Washington Railroad Company et al.* February 28, 1910. Refund of \$81.88 on six cars of nitrate of soda from Montchannin and Delaware River Pier, Del., to Wapwallopen, Pa., on account of excessive rate.

9607. *P. H. Mayo and Brothers v. Southern Railway Company et al.* May 7, 1910. Refund of \$78.63 on four shipments of empty wooden boxes from Louisville, Ky., to Richmond, Va., on account of excessive rate.

9608. *Grand Junction Fruit Growers Association v. Denver and Rio Grande Railroad Company.* March 19, 1910. Refund of \$42.45 on 220 barrels of cranberries from Valley Junction, Wis., to Grand Junction, Colo., on account of excessive rate.

9609. *Hubbel Slack and Company v. Texas and New Orleans Railroad Company.* June 24, 1910. Refund of \$435 on shipment of cotton from Louisiana points to Houston, Tex., on account of excessive rate.

9610. *Hamm Brewing Company v. Great Northern Railway Company.* April 26, 1910. Waive collection of \$10.50 on shipments of beer from St. Paul, Minn., to Virginia, Minn., on account of excessive rate.

9611. *Strange Brothers Hide Company v. Chicago, Burlington and Quincy Railroad Company et al.* October 8, 1910. Refund of \$75.72 on two cars of dry hides and pelts from Livingston, Mont., to Sioux City, Iowa, on account of excessive rate.

9612. *Eastern Granite Roofing Company v. Lehigh Valley Railroad Company et al.* April 22, 1910. Refund of \$13.20 on shipment of roofing paper, pitch, and nails from New York Harbor, N. Y., to Scranton, Pa., on account of excessive rate.

9613. *Carolina Fish and Produce Company v. Southern Express Company.* June 4, 1910. Refund of \$26.25 on shipments of oranges from Jacksonville, Fla., to Greenville, S. C., on account of excessive rate.

9614. *Phoenix Brick and Construction Company v. Atchison, Topeka and Santa Fe Railway Company.* February 24, 1910. Refund of \$890.34 on shipment of bituminous rock from Sulphur, Okla., to St. Joseph, Mo., on account of excessive rate.

9618. *Western Sugar Refining Company v. Southern Pacific Company et al.* February 24, 1910. Refund of \$256.92 on shipment of sugar from Spreckels, Cal., to Salt Lake City, Utah, on account of excessive rate.

9621. *Hamm Brewing Company v. Great Northern Railway Company.* October 25, 1910. Waive collection of \$5.70 on shipment of beer from St. Paul, Minn., to Chisholm, Minn., on account of excessive rate.

9622. *Emerson Paper Company v. Boston and Maine Railroad.* February 28, 1910. Refund of \$117.36 on shipments of newspapers from Sunapee, N. H., to Boston, Mass., on account of excessive rate.

9626. *Lyon Cypress Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* August 17, 1910. Refund of \$8.22 on shipment of cypress lumber from Garyville, La., to Downey, Iowa, on account of excessive rate.

9628. *Great Northern Paper Company v. Maine Central Railroad Company et al.* May 24, 1910. Refund of \$563.48 on 16 cars of paper from Madison, Me., to Harlem River Station, New York, on account of excessive rate.

9632. *R. W. Taylor Company, Incorporated, v. Wabash Railroad Company.* June 23, 1910. Refund of \$932.42 on 30 cars of corn from Iowa points to Missouri points, on account of excessive rate.

9633. *Swift and Company v. Atchison, Topeka and Santa Fe Railway Company.* March 2, 1910. Waive collection of \$405.93 on shipments of slack coal from Radley, Kans., to St. Joseph, Mo., on account of excessive rate.

9634. *Groneweg and Schoentgen Company and Thompson and Carter v. Chicago, Burlington and Quincy Railroad Company.* March 16, 1910. Refund of \$13.53 and \$0.41, respectively, on shipments of sugar from Council Bluffs, Iowa, to Norton and Long Island, Kans., on account of excessive rate.

9636. *C. G. Hatcher v. Southern Express Company et al.* March 24, 1910. Refund of \$37.95 on three shipments of plums and six shipments of peaches from Morans, Ga., to Philadelphia, Pa., and New York, N. Y., on account of excessive rate.

9637. *Illinois Steel Company v. Elgin, Joliet and Eastern Railway Company et al.* April 11, 1910. Refund of \$544.88 and waive collection of \$1.05 on shipments of fire brick from Olive Hill, Ky., to Joliet, Ill., on account of excessive rate.

9639. *Sunderland Brothers Company v. Illinois Central Railroad Company et al.* March 12, 1910. Refund of \$30.03 on shipments of iron culverts from Waterloo, Iowa, to Wood River, Nebr., on account of excessive rate.

9641. *Carlton Elevator Company v. Northern Pacific Railway Company et al.* October 21, 1910. Refund of \$396.49 on five cars of corn from Geddes, S. Dak., to points in Washington, on account of excessive rate.

9643. *Dower Lumber Company v. Northern Pacific Railway Company.* March 7, 1910. Refund of \$86.27 on 30 cars of soft coal from Superior, Wis., to Wadena, Minn., on account of excessive rate.

9646. *Bisbee Improvement Company v. Sunset Railroad Company et al.* September 24, 1910. Refund of \$7.99 and waive collection of \$0.13 on shipment of crude oil from Hazelton, Cal., to Bisbee, Ariz., on account of excessive rate.

9647. *Tarr and McComb v. Sunset Railroad Company et al.* May 13, 1910. Refund of \$8.37 on shipment of crude oil from Hazelton, Cal., to Clifton, Ariz., on account of excessive rate.

9648. *E. B. Roselle v. Atlantic Coast Line Railroad Company et al.* March 8, 1910. Refund of \$33.28 on shipment of strawberries from Mount Olive, N. C., to Amsterdam, N. Y., on account of excessive rate.

9651. *Denver Metal Company v. Denver and Rio Grande Railroad Company.* June 14, 1910. Refund of \$81.22 on shipment of scrap iron from Silverton, Colo., to Denver, Colo., on account of excessive rate.

9652. *E. K. Wilson v. Southern Pacific Company.* June 22, 1910. Waive collection of \$82.25 on shipment of hay from Lovelock, Nev., to Dixon, Cal., on account of excessive rate.

9653. *Coffeyville Vitrified Brick and Tile Company v. Atchison, Topeka and Santa Fe Railway Company.* March 10, 1910. Refund of \$26.51 on shipment of machinery and tools from Chanute, Kans., to Collinsville, Okla., on account of excessive rate.

9657. *H. L. Halliday Milling Company v. Mobile and Ohio Railroad Company et al.* March 24, 1910. Refund of \$122.40 on two shipments of oats from Cairo, Ill., to Clarksville, Tenn., on account of excessive rate.

9658. *Upshaw and Lassetter Company v. Central of Georgia Railway Company.* July 8, 1910. Refund of \$6 on shipment of lumber from Sampson, Ala., to Stinson, Ga., on account of excessive rate.

9659. *Valley Mercantile Company v. Northern Pacific Railway Company et al.* April 2, 1910. Refund of \$40.55 on shipment of beans and peas from San Francisco, Cal., to Hamilton, Mont., on account of excessive rate.

9660. *C. F. Bell and Company et al v. Louisville and Nashville Railroad Company.* August 17, 1910. Refund of \$11.19 on shipment of potatoes from Louisville, Ky., to Birmingham, Ala., on account of excessive rate.

9661. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* March 12, 1910. Refund of \$8 on shipment of molasses feed from Joliet, Ill., to Medfield Junction, Mass., on account of excessive rate.

9662. *Jungk and Fabian v. Southern Pacific Company.* April 30, 1910. Refund of \$30.80 on one car of raisins from Fresno, Cal., to Ogden, Utah, on account of excessive rate.

9672. *Indiana Tie Company v. Louisville and Nashville Railroad Company.* March 4, 1910. Refund of \$272.22 on two shipments of ties from Cumberland Furnace, Tenn., to Evansville, Ind., on account of excessive rate.

9678. *Refuge Cotton Oil Company v. Southern Railway Company.* March 30, 1910. Refund of \$38.73 on shipment of cottonseed from Demopolis, Ala., to Columbus, Miss., on account of excessive rate.

9679. *Isaac Joseph Iron Company v. Cornwall and Lebanon Railroad Company et al.* March 19, 1910. Refund of \$150.11 on shipment of scrap iron from Canton, N. C., to Lebanon, Pa., on account of excessive rate.

9680. *Chastain, Davies and Company v. Southern Railway Company.* March 23, 1910. Refund of \$40.30 on shipment of canned goods from Graham, N. C., to Knoxville, Tenn., on account of excessive rate.

9684. *American Can Company v. Baltimore and Ohio Railroad Company.* April 28, 1910. Refund of \$30.39 on four shipments of empty tin cans from Baltimore, Md., to Sleepy Creek, W. Va., on account of excessive rate.

9685. *McCloud River Lumber Company v. Southern Pacific Company.* March 4, 1910. Refund of \$75.03 on shipment of potatoes from Portland, Oreg., to McCloud, Cal., on account of excessive rate.

9687. *Hydraulic-Press Brick Company v. Missouri Pacific Railway Company et al.* August 16, 1910. Refund of \$108.76 and waive collection of \$8.36 on two shipments of brick from Kansas City, Mo., to Little Rock, Ark., on account of excessive rate.

9689. *S. and S. Bottling Works v. Southern Pacific Company.* July 28, 1910. Refund of \$259.20 on three shipments of beer from Los Angeles, Cal., to Lordsburg, N. Mex., on account of excessive rate.

9690. *Simmons Hardware Company v. Missouri Pacific Railway Company et al.* June 18, 1910. Refund of \$42.51 on one car of implements from St. Louis, Mo., to Sioux City, Iowa, on account of excessive rate.

9692. *Jos. Schlitz Brewing Company v. Chicago and North Western Railway Company.* May 21, 1910. Refund of \$17.16 on shipment of empty beer packages from Evanston, Wyo., to Milwaukee, Wis., on account of excessive rate.

9693. *Arizona Copper Company v. Atchison, Topeka and Santa Fe Railway Company et al.* February 26, 1910. Refund of \$126.73 on eight shipments of coal from Gallup, N. Mex., to Clifton, Ariz., on account of excessive rate.

9695. *Jos. Schlitz Brewing Company v. Chicago and North Western Railway Company et al.* July 7, 1910. Refund of \$462.30 on 11 shipments of empty beer packages from Rock Springs and Superior, Wyo., to Milwaukee, Wis., on account of excessive rate.

9696. *American Milling Company v. Louisville and Nashville Railroad Company et al.* July 25 1910. Refund of \$8 on shipments of mill feed from Owensboro, Ky., to Norton, Va., on account of excessive rate.

9697. *T. O. Melton v. Louisville and Nashville Railroad Company.* August 17, 1910. Refund of \$10.79 on one car of potatoes from New Orleans, La., to Birmingham, Ala., on account of excessive rate.

9698. *Woods and Hornsby v. Illinois Central Railroad Company.* March 7, 1910. Refund of \$152.58 on four shipments of lumber from Middleton, Tenn., to Oshkosh, Wis., on account of excessive rate.

9699. *C. W. Kettering Mercantile Company v. Atchison, Topeka and Santa Fe Railway Company.* April 19, 1910. Refund of \$70 on shipment of household refrigerators from Waterloo, Iowa, to Rocky Ford, Colo., on account of excessive minimum.

9702. *Mahaffey Company v. Louisville and Nashville Railroad Company.* September 27, 1910. Refund of \$6 on shipment of potatoes from Princeton, Minn., to Birmingham, Ala., on account of excessive rate.

9703. *Proctor and Gamble Company v. Southern Railway Company.* March 15, 1910. Refund of \$113.14 on shipment of cottonseed oil from Rock Hill, S. C., to Macon, Ga., on account of excessive rate.

9704. *Douglas Brothers v. Louisville and Nashville Railroad Company.* August 17, 1910. Refund of \$5.12 on shipment of apples from Louisville, Ky., to Birmingham, Ala., on account of excessive rate.

9705. *George A. Webster v. Atchison, Topeka and Santa Fe Railway Company et al.* October 1, 1910. Refund of \$171.65 on two cars of potatoes and onions from Orwood, Cal., to Lordsburg, N. Mex., on account of excessive rate.

9711. *Rankin Brothers v. Chicago, Burlington and Quincy Railroad Company.* February 28, 1910. Refund of \$56.95 on one car of corn from Giltner, Nebr., to Wray, Colo., on account of excessive rate.

9713. *Carolina Coal and Ice Company v. Virginia and Southwestern Railway Company et al.* March 28, 1910. Refund of \$28.12 on shipment of coal from Keokee, Va., to Craggy, N. C., on account of excessive rate.

9714. *John F. Horr v. Atlantic Coast Line Railroad Company.* September 22, 1910. Refund of \$60.55 on shipment of pineapples from Fort Myers, Fla., to Pittsburg, Pa., on account of excessive rate.

9715. *Maley and Wertz v. Mobile and Ohio Railroad Company et al.* October 6, 1910. Refund of \$33.92 on five cars of logs from Kenton and Crockett, Tenn., to Evansville, Ind., on account of excessive rate.

9718. *Coffeyville Vitrified Brick and Tile Company v. Atchison, Topeka and Santa Fe Railway Company et al.* April 11, 1910. Refund of \$12.04 on shipment of steam-shovel dipper from Toledo, Ohio, to Collinsville, Okla., on account of excessive rate.

9722. *Ford Manufacturing Company v. St. Louis, Iron Mountain and Southern Railway Company.* August 23, 1910. Refund of \$15.65 on one car of building paper from Vandalia, Ill., to Fort Smith, Ark., on account of excessive rate.

9723. *Crocker Brothers v. Philadelphia and Reading Railway Company et al.* June 29, 1910. Refund of \$368 on 38 cars of gravel spar from Port Richmond, Philadelphia Pa., to Lackawanna, N. Y., on account of excessive rate.

9725. *Iroquois Iron Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* May 21, 1910. Refund of \$202.13 on six shipments of pig iron from South Chicago, Ill., to Eau Claire, Wis., on account of excessive rate.

9726. *Anheuser-Busch Brewing Association v. Wabash Railroad Company.* February 28, 1910. Refund of \$175.50 on shipment of beer from St. Louis, Mo., to Battle Mountain, Nev., on account of excessive rate.

9728. *H. H. Farnham v. Southern Pacific Company.* July 14, 1910. Refund of \$8.48 and waive collection of \$110.12 on two shipments of household goods and bookcases from Chico, Cal., to Dallas, Oreg., on account of excessive rate.

9729. *Pioneer Fruit Company v. Southern Pacific Company et al.* March 7, 1910. Refund of \$39.03 on shipment of deciduous fruit from Newcastle, Cal., to Salt Lake City, Utah, on account of excessive rate.

9730. *J. Martin (Pacific Gas and Electric Company) v. Southern Pacific Company.* March 15, 1910. Refund of \$73.60 on shipment of hay from Fallon, Nev., to Clipper Gap, Cal., on account of excessive rate.

9732. *McCaull-Dinsmore Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* March 19, 1910. Refund of \$5.23 on shipment of wheat from Eldorado, Nebr., to Chicago, Ill., on account of excessive rate.

9734. *El Paso Foundry and Machine Company v. Southern Pacific Company et al.* November 19, 1910. Refund of \$4.96 on shipment of junk from Deming, N. Mex., to El Paso, Tex., on account of excessive rate.

9737. *Frank Anderson v. Southern Express Company.* March 25, 1910. Refund of \$25 on shipment of oranges from Jacksonville, Fla., to Nashville, Tenn., on account of excessive rate.

9738. *Simon Cook Company v. Grand Rapids and Indiana Railway Company.* April 22, 1910. Refund of \$4.78 on shipment of scrap iron from Portland, Ind., to Greenville, Mich., on account of excessive rate.

9740. *C. C. Hawkins v. Illinois Central Railroad Company.* March 22, 1910. Refund of \$1,256.45 on 106 cars of gravel from Gravel Switch, Ky., to Newbern, Tenn., on account of excessive rate.

9741. *Montala Manufacturing Company v. Georgia Railroad Company et al.* August 16, 1910. Refund of \$307.84 on nine shipments of cotton from Augusta, Ga., to Montgomery, Ala., on account of excessive rate.

9742. *The Hutchinson Mill Company v. Atchison, Topeka and Santa Fe Railway Company.* March 14, 1910. Refund of \$53.08 on shipment of flour and meal from Hutchinson, Kans., to Rocky Ford, Colo., on account of excessive rate.

9743. *H. C. Garnett v. Southern Pacific Company.* March 2, 1910. Refund of \$44 on shipment of coal from Lilly, Pa., to Medford, Oreg., on account of excessive rate.

9744. *Henry J. Arnold v. Atchison, Topeka and Santa Fe Railway Company.* March 7, 1910. Refund of \$30.70 on shipment of grain products from Sterling, Kans., to La Junta, Colo., on account of excessive rate.

9745. *Rosi-Clare Lead and Fluor Spar Mines v. Chicago and Eastern Illinois Railroad Company.* August 18, 1910. Refund of \$43.38 on one barge load of fluor spar from Rosi-Clare, Ill., to Joppa, Ill., on account of excessive rate.

9746. *Consolidated Water Power and Paper Company v. Lake Shore and Michigan Southern Railway Company et al.* March 21, 1910. Refund of \$5.29 on six shipments of iron cores returned from Buffalo, N. Y., to Grand Rapids, Wis., on account of excessive rate.

9747. *H. T. Laidlow v. Atchison, Topeka and Santa Fe Railway Company.* April 9, 1910. Refund of \$100.05 on shipment of hay from Yates Center, Kans., to Las Animas, Colo., on account of excessive rate.

9748. *Wolf Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* March 25, 1910. Refund of \$15.06 on shipment of grain products from Ellinwood, Kans., to Manzanola, Colo., on account of excessive rate.

9750. *Sylvia Mill and Elevator Company v. Atchison, Topeka and Santa Fe Railway Company.* February 28, 1910. Refund of \$57 on shipment of flour, feed, etc., from Sylvia, Kans., to Bristol, Colo., on account of excessive rate.

9753. *J. R. Loftus v. Southern Pacific Company et al.* October 1, 1910. Refund of \$542.40 on shipment of cottonseed from Lockhart, Tex., to El Centro, Cal., on account of excessive rate.

9755. *Sid F. Mauk v. Gila Valley, Globe and Northern Railway Company et al.* May 27, 1910. Refund of \$16.30 on shipment of oranges from Phoenix, Ariz., to Globe, Ariz., on account of excessive rate.

9756. *Pressey-Tanner Company v. Atchison, Topeka and Santa Fe Railway Company.* March 10, 1910. Refund of \$42.31 on shipment of potatoes from Shawnee, Okla., to Rocky Ford, Colo., on account of excessive rate.

9757. *Chattanooga Gas Company v. Nashville, Chattanooga and St. Louis Railway Company et al.* April 5, 1910. Refund of \$107.59 on shipment of hydrocarbon from Chattanooga, Tenn., to St. Louis, Mo., on account of excessive rate.

9758. *Russell E. Gardner v. Chicago and Eastern Illinois Railroad Company et al.* April 21, 1910. Refund of \$30 on three cars of vehicles from St. Louis, Mo., to La Crosse, Wis., on account of excessive rate.

9759. *O'Malley Lumber Company v. Santa Fe, Prescott and Phoenix Railway Company.* March 17, 1910. Refund of \$66.33 on two shipments of lumber from Flagstaff, Ariz., to Phoenix, Ariz., on account of excessive rate.

9760. *T. W. Chamberlain Lumber Company v. Santa Fe, Prescott and Phoenix Railway Company.* April 9, 1910. Refund of \$27.58 on shipment of lumber from Williams, Ariz., to Phoenix, Ariz., on account of excessive rate.

9762. *Page Woven Wire Fence Company v. Chicago, Rock Island and Pacific Railway Company et al.* June 23, 1910. Refund of \$3.38 on shipment of woven-wire fencing, gates, and staples from Adrian, Mich., to El Reno, Okla., on account of excessive rate.

9763. *Winslow Brothers Company v. Atchison, Topeka and Santa Fe Railway Company.* March 8, 1910. Refund of \$95.35 on shipment of elevator parts from Chicago, Ill., to San Francisco, Cal., on account of excessive rate.

9766. *Chas. Merrett et al. v. Eastern Railway Company of New Mexico et al.* August 16, 1910. Waive collection of \$388.66 on various shipments of hay from various points to Amarillo and Pecos, Tex., on account of excessive minimum.

9772. *L. F. D. Stock Farm v. Eastern Railway of New Mexico et al.* October 4, 1910. Refund of \$1.70 on two cars of hay from Roswell, N. Mex., to Amarillo, Tex., on account of excessive minimum.

9774. *Seattle Brewing and Malting Company v. Southern Pacific Company.* April 11, 1910. Refund of \$136.86 on shipment of empties from Redding, Cal., to Seattle, Wash., on account of excessive rate.

9775. *Loose-Wiles Cracker and Candy Company v. St. Louis and San Francisco Railroad Company et al.* May 4, 1910. Refund of \$37.92 on shipment of chocolate from Philadelphia, Pa., to Kansas City, Mo., on account of excessive rate.

9776. *Day-Luellivitz Lumber Company v. Idaho and Washington Northern Railroad Company.* August 23, 1910. Refund of \$8.54 on shipment of lumber from Fish Lake, Idaho, to Ballantine, Mont., on account of excessive rate.

9777. *El Dorado Lumber Company v. Southern Pacific Company.* June 3, 1910. Refund of \$474.28 on shipments of lumber from Placerville, Cal., to various points, on account of excessive rate.

9778. *R. A. Patterson Tobacco Company v. Norfolk and Western Railway Company et al.* March 7, 1910. Refund of \$7.14 on 12 shipments of tobacco from Richmond, Va., to Albert Lea, Minn., on account of excessive rate.

9782. *Nebraska Cream Company v. Pacific Express Company.* April 9, 1910. Refund of \$206.20 on 17 shipments of butter from Central City, Nebr., to Portland, Oreg., on account of excessive rate.

9784. *A. Marx and Sons v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* July 16, 1910. Refund of \$23.36 on one car of scrap iron from Port Arthur, Tex., to New Orleans, La., on account of excessive rate.

9786. *Stack-Gibbs Lumber Company v. Spokane and Inland Empire Railroad Company.* August 23, 1910. Waive collection of \$26.58 on lumber from Idaho and Washington points to various points, on account of excessive rate.

9788. *Hunt, Hatch and Company v. Southern Pacific Company.* May 23, 1910. Waive collection of \$64.72 on shipment of potatoes from Wadsworth, Nev., to Alameda, Cal., on account of excessive rate.

9789. *Oscar Brown and Company et al v. Great Northern Express Company et al.* July 13, 1910. Refund of \$9 on five shipments of vegetables from Walla Walla, Wash., to Vancouver, British Columbia, on account of excessive rate.

9790. *Western Alkali Manufacturing Company v. Union Pacific Railroad Company et al.* May 23, 1910. Refund of \$142.10 on one car of caustic soda from Green River, Wyo., to Los Angeles, Cal., on account of excessive rate.

9792. *Murray and Schmidt v. Wabash Railroad Company.* April 6, 1910. Refund of \$10.80 on shipment of live poultry from East St. Louis, Ill., to New York, N. Y., on account of excessive rate.

9794. *Three States Lumber Company v. St. Louis and San Francisco Railroad Company.* April 15, 1910. Refund of \$32 on shipment of sand from Memphis, Tenn., to Burdette, Ark., on account of excessive rate.

9795. *Commercial Lumber Company v. Southern Railway Company et al.* April 7, 1910. Refund of \$19.88 on shipment of lumber from Manassas, Va., to Myerstown, Pa., on account of excessive rate.

9799. *Fatheree-Enfield Hardware Company v. Atchinson, Topeka and Santa Fe Railway Company et al.* March 14, 1910. Refund of \$12.46 on shipment of harness leather from Santa Rosa, Cal., to Artesia, N. Mex., on account of excessive rate.

9801. *Beckett and Company v. Boston and Maine Railroad Company.* March 8, 1910. Refund of \$15.36 on shipment of apples from North Hampton, N. H., to Calais, Me., on account of excessive rate.

9802. *The Hunter Brothers Milling Company v. Chicago, Rock Island and Pacific Railway Company.* July 13, 1910. Refund of \$76.50 on shipment of cottonseed meal from El Dorado, Ark., to Manhattan, Kans., on account of excessive rate.

9803. *Orient Salt Company v. Chicago, Rock Island and Pacific Railway Company.* March 12, 1910. Refund of \$11.40 on shipment of salt from Anthony, Kans., to Howe, Okla., on account of excessive rate.

9804. *W. A. Wood Mowing and Reaping Machine Company v. Lehigh Valley Railroad Company et al.* June 23, 1910. Refund of \$934.73 and waive collection of \$17.02 on 43 cars of pig iron from Buffalo, N. Y., to Hoosick Falls, N. Y., on account of excessive rate.

9806. *National Supply and Construction Company v. Norfolk and Southern Railway Company.* November 10, 1910. Refund of \$7.92 on shipment of lumber from Edenton, N. C., to Palmer, Pa., on account of excessive rate.

9807. *John N. Haines v. Maine Central Railroad Company et al.* April 20, 1910. Refund of \$135.29 on six shipments of cotton waste from Augusta, Me., to Somersworth, N. H., on account of excessive rate.

9811. *W. H. Gridley and John Switzer v. Chicago, Burlington and Quincy Railroad Company et al.* April 15, 1910. Refund of \$19.96 and \$12.43 on three shipments of stock cattle from Center Point, Iowa, to Biggsville, Ill., on account of excessive rate.

9812. *Great Western Cereal Company v. Chicago, Burlington and Quincy Railroad Company et al.* October 8, 1910. Refund of \$52.38 on three shipments of corn meal from Nebraska City, Nebr., to Amory, Miss., on account of excessive rate.

9813. *Keniper Mill and Elevator Company v. Missouri, Kansas and Texas Railway Company.* March 11, 1910. Refund of \$18 on three shipments of shorts and bran from Kansas City, Mo., to Fayette, Mo., on account of excessive rate.

9817. *Smith Cordes Company v. Michigan Central Railroad Company.* October 5, 1910. Refund of \$161.26 and waive collection of 45 cents on 32 cars of grapes from Baroda and Glendora, Mich., to Chicago, Ill., on account of excessive rate.

9827. *Berry-Maybrim Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* March 19, 1910. Refund of \$16 on two shipments of molasses from Chicago, Ill., to Stevens Point, Wis., on account of excessive rate.

9829. *Barnes and Hines v. Yazo and Mississippi Valley Railroad Company.* November 12, 1910. Refund of \$22.19 on shipment of shingles from Round Lake, Miss., to Verona, Miss., on account of misrouting.

9831. *Grand Junction Fruit Growers Association v. Colorado Midland Railway Company et al.* October 17, 1910. Refund of \$241.92 on three shipments of apples from Grand Junction and Clifton, Colo., to Lincoln, Nebr., on account of excessive rate.

9832. *Grand Junction Fruit Growers Association v. Colorado Midland Railway Company et al.* October 17, 1910. Refund of \$80.64 on shipment of apples from Clifton, Colo., to Lincoln, Nebr., on account of excessive rate.

9833. *Grand Junction Fruit Growers Association v. Colorado Midland Railway Company et al.* October 17, 1910. Refund of \$65.85 on shipment of cantaloupes from Clifton, Colo., to Lincoln, Nebr., on account of excessive rate.

9834. *Grand Junction Fruit Growers Association v. Colorado Midland Railway Company et al.* October 17, 1910. Refund of \$75.58 on shipment of peaches from Palisade, Colo., to Lincoln, Nebr., on account of excessive rate.

9836. *Grand Junction Fruit Growers Association v. Colorado Midland Railway Company et al.* October 17, 1910. Refund of \$151.83 on two shipments of peaches and pears from Grand Junction and Palisade, Colo., to Lincoln, Nebr., on account of excessive rate.

9837. *Rifle Fruit and Produce Company v. Colorado Midland Railway Company et al.* September 30, 1910. Refund of \$239.02 on shipment of apples from Rifle, Colo., to Los Angeles, Cal., on account of excessive rate.

9839. *Penrod Walnut and Vencer Company v. Missouri, Kansas and Texas Railway Company.* March 3, 1910. Refund of \$20.35 on shipment of walnut logs from Osage, Okla., to Kansas City, Mo., on account of excessive rate.

9840. *Gulf Pipe Line Company v. Missouri, Kansas and Texas Railway Company et al.* March 25, 1910. Refund of \$223.25 on shipment of tickicide (crude oil) from Lucas, Tex., to East St. Louis, Ill., on account of excessive rate.

9847. *Malcy and Wertz v. Chicago and Eastern Illinois Railroad Company et al.* March 18, 1910. Refund of \$18 on 60 cars of logs from Joppa, Ill., to Vincennes, Ind., on account of excessive rate.

9848. *Lagomarcino-Grupe Company v. Chicago, Burlington and Quincy Railroad Company et al.* June 14, 1910. Refund of \$7.17 on one car of apples from Bangor, Mich., to Rock Island, Ill., on account of excessive rate.

9849. *American Steel and Wire Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* March 23, 1910. Refund of \$24.54 on shipment of barbed wire, nails, etc., from Richmond, Ind., to Cumberland, Wis., on account of excessive rate.

9854. *Friedline and Taggart v. St. Louis and San Francisco Railroad Company et al.* May 18, 1910. Refund of \$44.70 on shipment of strawberries from Van Buren, Ark., to Colorado Springs, Colo., on account of excessive rate.

9856. *W. M. Leitch Sheep Commission Company v. Missouri, Kansas and Texas Railway Company et al.* September 13, 1910. Waive collection of \$246.48 on 24 shipments of sheep from Johnstone, Tex., to Kansas City, Mo., on account of excessive rate.

9857. *Ray Consolidated Copper Company v. Phoenix and Eastern Railroad Company et al.* October 21, 1910. Refund of \$138.94 on six shipments of machinery from Akron, Ohio, to Kelvin, Ariz., on account of excessive rate.

9860. *D. R. Britton and Company v. Atlantic Coast Line Railroad Company et al.* September 9, 1910. Refund of \$1.92 on shipment of lime from Suffolk, Va., to Colerain, N. C., on account of excessive rate.

9861. *C. A. Kerr and Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* April 7, 1910. Refund of \$252.24 on four shipments of peaches from Rudy, Springdale, and Clarksville, Ark., to Beloit and Janesville, Wis., on account of excessive rate.

9862. *C. H. Meyers v. Chicago, Milwaukee and St. Paul Railway Company et al.* April 5, 1910. Refund of \$18.99 on shipment of barley from Cragin, Ill., to Platteville, Wis., on account of excessive rate.

9866. *Schloss and Kahn v. Atlantic Coast Line Railroad Company et al.* September 30, 1910. Refund of \$41.28 on shipment of bagging and cotton ties from Savannah, Ga., to Andalusia, Ala., on account of excessive rate.

9867. *Tonopah and Goldfield Meat Company v. Southern Pacific Company.* September 22, 1910. Waive collection of \$93.22 on seven shipments of cattle from Laws and Hammill, Cal., to Mina, Nev., on account of excessive rate.

9869. *Abendschan Brothers v. Missouri Pacific Railway Company et al.* March 22, 1910. Refund of \$45 on shipment of beer from St. Louis, Mo., to Las Animas, Colo., on account of excessive rate.

9870. *Elkins Canning Company v. Southern Railway Company.* June 4, 1910. Refund of \$40.90 on one car of canned blackberries from Elkins, N. C., to Knoxville, Tenn., on account of excessive rate.

9873. *Hickson Lumber Company v. Norfolk and Western Railway Company.* May 4, 1910. Refund of \$10.20 on shipment of lumber from Edenton, N. C., to Lynchburg, Va., on account of excessive rate.

9874. *Pabst Brewing Company v. Union Pacific Railroad Company et al.* September 24, 1910. Application to refund \$9.83 on one car of empty beer packages returned from Gothenberg, Nebr., to Milwaukee, Wis., on account of excessive rate.

9881. *Shawmut Paving Brick Works v. Pittsburgh, Shawmut and Northern Railroad Company.* March 7, 1910. Refund of \$121.50 on seven cars of paving brick from Shawmut, Pa., to Scranton, Pa., on account of excessive rate.

9882. *Steele, Miller and Company v. Illinois Central Railroad Company.* May 10, 1910. Refund of \$540 on shipment of cotton from Memphis, Tenn., to Winona, Miss., on account of excessive rate.

9887. *Maroney Lumber Company v. Colorado Springs and Cripple Creek District Railway Company.* June 29, 1910. Refund of \$173.16 on three cars of lumber from Ponie Park and Cimarron, N. Mex., to Cripple Creek, Colo., on account of excessive rate.

9888. *Armour and Company v. New York, Chicago and St. Louis Railroad Company et al.* March 24, 1910. Refund of \$128 on one car of blood albumen from Union Stock Yards, Ill., to East Boston, Mass., on account of excessive rate.

9889. *The Stover Manufacturing Company v. Illinois Central Railroad Company.* April 7, 1910. Refund of \$3.71 on two shipments of electrical motors from Freeport, Ill., to Madison, Wis., on account of excessive rate.

9890. *Woods and Hornsby v. Illinois Central Railroad Company et al.* March 25, 1910. Refund of \$19.75 on shipment of oak lumber from Millington, Tenn., to Oshkosh, Wis., on account of excessive rate.

9891. *American Tobacco Company v. Pennsylvania Railroad Company et al.* June 22, 1910. Refund of \$263.38 on 15 shipments of leaf tobacco from points in Pennsylvania to Richmond, Va., on account of excessive rate.

9892. *Harris and Cole Brothers v. Illinois Central Railroad Company.* June 3, 1910. Refund of \$6 on three shipments of lumber from Metropolis, Ill., to Cedar Falls, Iowa, on account of excessive rate.

9895. *Whatcom County Railway and Light Company v. New York Central and Hudson River Railroad Company et al.* March 12, 1910. Refund of \$499.62 on shipment of rail joints from Green Island, N. Y., to Bellingham, Wash., on account of excessive rate.

9897. *Southern Elevator Company et al. v. St. Louis, Iron Mountain and Southern Railway Company.* November 10, 1910. Refund of \$36.70 on shipments of grain from East St. Louis and Bixby, Ill., to Arkansas and Texas points, on account of nonallowance for grain doors.

9899. *F. W. Brode and Company v. Missouri Pacific Railway Company et al.* March 19, 1910. Refund of \$72 on shipment of cottonseed cake from Little Rock, Ark., to Greeley, Colo., on account of excessive rate.

9901. *Mound City Roofing Tile Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* May 24, 1910. Refund of \$84.80 on shipment of roofing tile from Carondelet, Mo., to Hope, Ark., on account of excessive rate.

9902. *Huron Portland Cement Company v. Detroit and Mackinac Railway Company et al.* June 23, 1910. Refund of \$121.61 on 12 cars of cement from Alpena, Mich., to Racine Junction, Wis., on account of excessive rate.

9903. *H. Bedford v. Chicago, Burlington and Quincy Railroad Company et al.* March 18, 1910. Refund of \$3.73 on shipment of coal from Pittsburg, Kans., to Exeter, Nebr., on account of excessive rate.

9906. *R. D. Snyder v. Maryland and Pennsylvania Railroad Company et al.* April 8, 1910. Refund of \$64 on two shipments of slate flour from Castle Fine, Pa., to Wilmington, Del., on account of excessive rate.

9907. *Miller Brothers v. Oregon Short Line Railroad Company et al.* June 20, 1910. Refund of \$17.88 on shipment of oats from Boise, Idaho, to Rock Springs, Wyo., on account of excessive rate.

9910. *Hall-Baker Grain Company et al. v. Missouri Pacific Railway Company.* November 7, 1910. Refund of \$12 on 10 cars of grain from Red Wing, Bison, and McCracken, Kans., to Kansas City, Mo., on account of nonallowance for grain doors.

9917. *Atlantic Refining Company v. Pennsylvania Railroad Company et al.* March 28, 1910. Refund of \$23.34 on six cars of naphtha from Philadelphia, Pa., to Lucaston, N. J., on account of excessive rate.

9918. *Hennessy Mercantile Company v. Northern Pacific Railway Company et al.* November 28, 1910. Refund of \$75.21 on shipment of furniture and chairs from Grand Rapids, Mich., to Butte, Mont., on account of excessive rate.

9919. *Bellegrade Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* March 12, 1910. Refund of \$44.58 on three shipments of lumber from Bellegrade, Miss., to Rushville, Ind., on account of excessive rate.

9920. *Philadelphia Harbor Transfer Company v. Philadelphia and Reading Railway Company et al.* November 9, 1910. Refund of \$17.55 on two cars of barytes from Philadelphia, Pa., to Cleveland and Akron, Ohio, on account of excessive rate.

9921. *Railway Supply and Manufacturing Company v. Southern Railway Company et al.* March 23, 1910. Refund of \$85.96 on shipments of cotton-factory sweepings from New Holland, Ga., to Cincinnati, Ohio, on account of excessive rate.

9922. *F. Leyland and Company, Limited, v. Boston and Albany Railroad Company et al.* May 9, 1910. Refund of \$10.40 on shipment of salt from East Boston, Mass., to Brighton, Mass., on account of excessive rate.

9925. *Alex Neff v. Baltimore and Ohio Railroad Company.* April 28, 1910. Refund of \$24.66 on one car of sand from Moundsville, W. Va., to Neff, Ohio, on account of excessive rate.

9926. *Hale-Halsell Grocer Company, Incorporated, v. Missouri, Kansas and Texas Railway Company et al.* March 21, 1910. Refund of \$19.50 on shipment of rice from Orange, Tex., to Muskogee, Okla., on account of excessive rate.

9931. *Washington Building Lime Company v. Baltimore and Ohio Railroad Company.* May 4, 1910. Refund of \$132.53 on 13 cars of bituminous coal from Pitcairn mine, W. Va., to Eagle, W. Va., on account of excessive rate.

9933. *W. P. Brown and Sons Lumber Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.* March 19, 1910. Refund of \$11.63 on two cars of lumber from Louisville, Ky., to Anderson, Ind., on account of excessive rate.

9936. *Ford Flour Company v. New York, Chicago and St. Louis Railroad Company et al.* March 25, 1910. Refund of \$12 on one car of flour from South Whitley, Ind., to Nashville, Tenn., on account of excessive rate.

9938. *Chanute Window Glass Company v. Atchison, Topeka and Santa Fe Railway Company et al.* July 1, 1910. Refund of \$163.10 on seven cars of sand from Pacific, Mo., to Chanute, Kans., on account of excessive rate.

9940. *La Junta Trading Company v. Atchison, Topeka and Santa Fe Railway Company et al.* March 21, 1910. Refund of \$89.79 on one car of hay from Coynville, Kans., to La Junta, Colo., on account of excessive rate.

9941. *Tresler Lumber Company v. Atlantic Coast Line Railroad Company et al.* June 1, 1910. Refund of \$27.36 on shipment of lumber from Allens, S. C., to Clarion, Pa., on account of excessive rate.

9942. *Railway Supply and Manufacturing Company v. Nashville, Chattanooga and St. Louis Railway et al.* April 4, 1910. Refund of \$460.23 on cotton factory sweepings from Alabama City and Huntsville, Ala., to Cincinnati, Ohio, on account of excessive rate.

9944. *Wells, Abbott and Nieman Company v. Union Pacific Railroad Company et al.* June 22, 1910. Refund of \$15.27 on one car of coal from Mineral, Kans., to Schuyler, Nebr., on account of excessive rate.

9946. *E. S. Griffith v. Chicago, Burlington and Quincy Railroad Company et al.* April 18, 1910. Refund of \$61.05 on one car of broom corn from St. Francis, Kans., to Duluth, Minn., on account of excessive rate.

9948. *W. H. Sturges v. Illinois Central Railroad Company et al.* June 14, 1910. Refund of \$37.94 on one car of green salted hides from Cherokee, Iowa, to Sheboygan, Wis., on account of excessive rate.

9949. *F. Michaels and Jno. Hopwood v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* August 26, 1910. Refund of \$62.13 on two cars of cement from La Salle, Ill., to Menomonie, Wis., on account of excessive rate.

9950. *Pacific Fruit Express Company v. San Pedro, Los Angeles and Salt Lake Railroad Company.* May 20, 1910. Refund of \$680 on five cars of ice from Las Vegas, Nev., to Los Angeles, Cal., on account of excessive rate.

9951. *Pierce Coal Company v. Nashville, Chattanooga and St. Louis Railway.* May 18, 1910. Refund of \$7.60 on two cars of cord wood from Stevenson, Ala., to Huntsville, Ala., on account of excessive rate.

9952. *Shaupp Coal Company v. Union Pacific Railroad Company et al.* July 29, 1910. Waive collection of \$7.87 on one car of coal from Benton, Ill., to Lincoln, Nebr., on account of excessive rate.

9955. *C. W. Hull Company v. Chicago, Burlington and Quincy Railroad Company et al.* June 16, 1910. Refund of \$34.59 on one car of brick from Cherryville, Kans., to Redding, Iowa, on account of excessive rate.

9956. *E. M. Leonard Produce Company v. Union Pacific Railroad Company et al.* April 19, 1910. Refund of \$21.07 on one car of potatoes from Gale, Colo., to Union City, Okla., on account of excessive rate.

9959. *Ball Brothers Glass Manufacturing Company v. Missouri, Kansas and Texas Railway Company.* March 12, 1910. Refund of \$42.98 on one car of fruit jars from Coffeyville, Kans., to Clinton, Mo., on account of excessive rate.

9963. *Gregory, The Coal Man v. Union Pacific Railroad Company et al.* July 25, 1910. Waive collection of \$54.98 on shipments of soft coal from Herrin, Bush, and Benton, Ill., to Lincoln, Nebr., on account of excessive rate.

9964. *Haarman Vinegar and Pickle Company, Incorporated, v. Chicago, Burlington and Quincy Railroad Company et al.* March 25, 1910. Refund of \$162.60 on five cars of pickles from Princeton, Minn., to Omaha, Nebr., on account of excessive rate.

9965. *C. E. Belden v. Boston and Maine Railroad Company et al.* April 4, 1910. Refund of \$82.74 on four cars of onions from Hadley, Mass., to Bangor, Me., on account of excessive rate.

9966. *Otto Kuehne Preserving Company v. Atchison, Topeka and Santa Fe Railway Company.* September 21, 1910. Refund of \$141.80 on three cars of salted pickles from Chico and Baxter, Colo., to North Topeka, Kans., on account of excessive rate.

9968. *S. T. Fish and Company v. Wabash Railroad Company et al.* October 25, 1910. Refund of \$46.09 on five cars of peaches from Doniphan, Mo., to Chicago, Ill., on account of excessive rate.

9969. *Ozark Fruit Growers' Association v. St. Louis, Iron Mountain and Southern Railway Company et al.* March 19, 1910. Refund of \$188 on shipments of strawberries from Morrilton, Ark., to Topeka, Kans.; Lincoln, Nebr., and Kansas City, Mo., on account of excessive rate.

9970. *Croasdale and Love v. St. Louis, Rocky Mountain and Pacific Railway Company et al.* March 28, 1910. Refund of \$24 on one car of cement from Raton, N. Mex., to French, N. Mex., on account of excessive rate.

9971. *Youngstown Sheet and Tube Company v. Illinois Central Railroad Company et al.* May 20, 1910. Refund of \$77.64 on one car of iron wire from Struthers, Ohio, to New Orleans, La., on account of excessive rate.

9972. *Whitall-Tatum Company v. West Jersey and Seashore Railroad Company et al.* March 28, 1910. Refund of \$1.99 on two cars of bottles from Millville, N. J., to Hartford, Conn., on account of excessive rate.

9973. *Union Oil Company of California v. Southern Pacific Company et al.* March 21, 1910. Refund of \$75.67 on three cars of asphalt from Oil Siding, Cal., to Hobart, Okla., on account of excessive rate.

9974. *American Trading Company v. Southern Railway Company et al.* April 27, 1910. Refund of \$19.20 on two cars of apples and potatoes from Franklin, N. C., to Atlanta, Ga., on account of excessive rate.

9982. *Germain Company v. West Shore Railroad Company.* April 5, 1910. Refund of \$121.63 on 26 cars of ties from Weehawken, N. J., to Syracuse, N. Y., on account of excessive rate.

9983. *J. E. Hample v. Northern Pacific Railway Company et al.* April 9, 1910. Refund of \$74.85 on one car of hides from Butte, Mont., to Kenosha, Wis., on account of excessive rate.

9984. *C. F. Bell and Company v. Louisville and Nashville Railroad Company.* October 28, 1910. Refund of \$6 on shipment of potatoes from New Albany, Ind., to Birmingham, Ala., on account of excessive rate.

9987. *Elk Tanning Company v. Chicago, Rock Island and Pacific Railway Company et al.* November 12, 1910. Refund of \$4.03 on one car of hides from North Fort Worth, Tex., to Everett, Pa., on account of excessive rate.

9988. *Union Tanning Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 25, 1910. Refund of \$4.10 on one car of hides from North Fort Worth, Tex., to Winchester, Va., on account of excessive rate.

9989. *S. F. Cornelius and Company v. Louisville and Nashville Railroad Company.* September 21, 1910. Refund of \$16.74 on two cars of cabbage from New Orleans, La., to Birmingham, Ala., on account of excessive rate.

9990. *Mahaffey Company v. Louisville and Nashville Railroad Company.* May 19, 1910. Refund of \$6 on one car of potatoes from Isanti, Minn., to Birmingham, Ala., on account of excessive rate.

9992. *Reginald Brooks v. Chesapeake and Ohio Railway Company et al.* May 17, 1910. Refund of \$68.73 on three cars of coke cinders from Smithers, W. Va., to Greenwood, Va., on account of excessive rate.

9993. *Central Pennsylvania Lumber Company v. New York Central and Hudson River Railroad Company et al.* April 7, 1910. Refund of \$45.09 on one car of lumber from Leetonia, Pa., to East Buffalo, N. Y., on account of excessive rate.

9996. *Columbian Marble Company v. Rutland Railroad Company et al.* May 10, 1910. Refund of \$16.17 on one car of ties from Whitehall, N. Y., to Proctor, Vt., on account of excessive rate.

9997. *The A. M. Penney and Company v. Louisville and Nashville Railroad Company.* November 10, 1910. Refund of \$6.60 on 12 cars of vegetables from various points to various points on account of excessive rate.

9999. *Delray Salt Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* October 5, 1910. Refund of \$17.02 on one car of salt from Washburn, Wis., to Detroit, Mich., on account of excessive rate.

10004. *Maine Manufacturing Company v. Central Vermont Railway Company et al.* May 31, 1910. Refund of \$78.26 on 14 cars of lumber from New London, Conn., to Nashau, N. H., on account of excessive rate.

10005. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* April 11, 1910. Refund of \$7 on shipment of molasses feed from Joliet, Ill., to Saugus, Mass., on account of excessive rate.

10006. *General Electric Company v. Erie Railroad Company et al.* July 28, 1910. Refund of \$380.58 on shipment of B. O. I. lamps from Portland, Oreg., to Harrison, N. J., on account of excessive rate.

10007. *American Radiator Company v. Michigan Central Railroad Company et al.* June 22, 1910. Refund of \$11.40 on shipment of radiators from Detroit, Mich., to Midlothian, Ill., on account of excessive rate.

10008. *E. I. Du Pont de Nemours Powder Company v. Baltimore and Ohio Railroad Company et al.* May 4, 1910. Refund of \$84.07 on shipment of nitrate of soda from Locust Point, Baltimore, Md., to Fairchance, Pa., on account of excessive rate.

10016. *Lipman Manufacturing Company v. Chicago and North Western Railway Company.* March 28, 1910. Refund of \$2.33 on shipment of one lathe on skids from Chicago, Ill., to Beloit, Wis., on account of excessive rate.

10017. *The M. Rumely Company v. Lake Shore and Michigan Southern Railway Company et al.* April 5, 1910. Refund of \$9.76 and waive collection of \$8.74 on shipment of one traction engine from Green Bay, Wis., to La Porte, Ind., on account of excessive rate.

10018. *Southern Saw Mill Company v. Georgia Northern Railway Company et al.* June 20, 1910. Refund of \$5.62 on one car of lumber from Moultrie, Ga., to Chillicothe, Ohio, on account of excessive rate.

10021. *Crombie and Company v. Southern Pacific Company.* October 17, 1910. Refund of \$22.13 on shipment of deciduous fruit and vegetables from New Castle, Cal., to El Paso, Tex., on account of excessive rate.

10023. *Chas. T. Abeles and Company v. Missouri Pacific Railway Company et al.* April 16, 1910. Refund of \$26.82 on shipment of window glass from Fredonia, Kans., to Little Rock, Ark., on account of excessive rate.

10031. *American Beet Sugar Company v. Southern Pacific Company et al.* October 5, 1910. Refund of \$30.22 on shipment of sugar from Oxnard, Cal., to Mankato, Minn., on account of excessive rate.

10032. *American Beet Sugar Company v. Southern Pacific Company et al.* July 14, 1910. Refund of \$30.22 on shipment of sugar from Oxnard, Cal., to Anthony, Kans., on account of excessive rate.

10035. *The United Kansas Portland Cement Company v. Missouri Pacific Railway Company.* November 7, 1910. Refund of \$14.25 on two shipments of cement from Gas, Kans., to Lincoln, Nebr., on account of excessive rate.

10037. *Kraus and Apfelbaum v. Baltimore and Ohio Railroad Company et al.* May 24, 1910. Refund of \$12 on shipment of wheat from La Paz, Ind., to Louisville, Ky., on account of excessive rate.

10038. *Iowa Farming Tool Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company et al.* September 13, 1910. Refund of \$8.30 on shipment of rough turned wooden handles from La Fontaine, Ind., to Fort Madison, Iowa, on account of excessive rate.

10041. *Lexington Mirror Company v. Southern Railway Company et al.* May 10, 1910. Refund of \$79.33 on shipment of plate glass from Creighton, Pa., to Lexington, N. C., on account of excessive rate.

10044. *Carnegie Steel Company v. Bessemer and Lake Erie Railroad Company*. March 25, 1910. Refund of \$1,717.06 on 52 cars of steel rails and ties from Bessemer and Munhall, Pa., to New York, N. Y., on account of excessive rate.

10045. *Page Woven Wire Fence Company v. Atchison, Topeka and Santa Fe Railway Company et al.* July 28, 1910. Refund of \$3.19 on shipment of fencing staples from Adrian, Mich., to Enid, Okla., on account of excessive rate.

10047. *Goodman Produce Company et al. v. Southern Pacific Company et al.* October 7, 1910. Refund of \$127.68 on shipment of fruit from Los Angeles, Cal., to El Paso, Tex., on account of excessive rate.

10050. *Gila Valley, Globe and Northern Railway Company v. Southern Pacific Company*. August 1, 1910. Refund of \$8,974.23 on 15 cars of rails from Guaymas, Mexico, to Globe, Ariz., on account of excessive rate.

10051. *R. E. and C. E. Mason v. Southern Railway Company*. July 25, 1910. Refund of \$215.83 on two shipments of cotton from Savannah, Ga., to Franklinville, N. C., on account of excessive rate.

10052. *Susquehanna Smelting Company v. Cincinnati, New Orleans and Texas Pacific Railway Company*. June 4, 1910. Refund of \$47.49 on one car of ferro-silicon from Lockport, N. Y., to Ensley, Ala., on account of excessive rate.

10053. *Dallas Cooperage and Woodenware Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* April 2, 1910. Refund of \$131.32 on two shipments of barrels from Little Rock, Ark., to Dallas, Tex., on account of excessive rate.

10055. *St. Bernard Mining Company v. Louisville and Nashville Railroad Company et al.* October 1, 1910. Refund of \$42.84 on two shipments of coal from Mortons, Ky., to Dyer, Ky., on account of excessive rate.

10057. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* November 21, 1910. Refund of \$8 on shipment of molasses feed from Joliet, Ill., to Hamburg, Pa., on account of excessive rate.

10061. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company*. October 6, 1910. Refund of \$8 on shipment of molasses feed from Joliet, Ill., to Carthage, N. Y., on account of excessive rate.

10062. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company*. October 6, 1910. Refund of \$8 on shipment of molasses feed from Joliet, Ill., to Riegelsville, N. J., on account of excessive rate.

10063. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 6, 1910. Refund of \$7 on shipment of molasses feed from Joliet, Ill., to Sharon, N. Y., on account of excessive rate.

10064. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* November 28, 1910. Refund of \$12 on shipment of molasses feed from Joliet, Ill., to Pittsburg, Pa., on account of excessive rate.

10065. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company*. October 6, 1910. Refund of \$7 on shipment of molasses feed from Joliet, Ill., to Princeton, N. J., on account of excessive rate.

10066. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 6, 1910. Refund of \$8 on shipment of molasses feed from Joliet, Ill., to Lewisburg, Pa., on account of excessive rate.

10067. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 22, 1910. Refund of \$10.50 on shipment of molasses feed from Joliet, Ill., to Sherman, N. Y., on account of excessive rate.

10068. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* July 22, 1910. Refund of \$12 on shipment of molasses feed from Joliet, Ill., to Anderson Station, Pa., on account of excessive rate.

10069. *American Steel and Wire Company v. Atchison, Topeka and Santa Fe Railway Company et al.* August 26, 1910. Refund of \$280 on 17 shipments of wire fence from Waukegan, Ill., to Kansas points, on account of excessive rate.

10074. *American Steel and Wire Company v. Atchison, Topeka and Santa Fe Railway Company et al.* November 19, 1910. Refund of \$48.10 on shipment of staples and fencing from Waukegan, Ill., to Wellington and Hutchinson, Kans., on account of excessive rate.

10084. *Clinton Spring Bed Company v. Chicago, Rock Island and Pacific Railway Company et al.* April 14, 1910. Refund of \$6.34 on shipment of bed springs from Clinton, Iowa, to Fort Worth, Tex., on account of excessive rate.

10086. *S. A. Eastman and Company v. Maine Central Railroad Company et al.* May 11, 1910. Refund of \$119.29 on 50 cars of lumber from Westport, Me., to Milford, Mass., on account of excessive rate.

10087. *Armour and Company v. New York, Chicago and St. Louis Railroad Company et al.* March 24, 1910. Refund of \$128 on shipment of blood albumen from Chicago, Ill., to East Boston, Mass., on account of excessive rate.

10088. *California Fruit Exchange v. Southern Pacific Company et al.* April 18, 1910. Refund of \$20 on shipment of deciduous fruits from Penryn, Cal., to Salt Lake City, Utah, on account of excessive rate.

10089. *American Beet Sugar Company v. Southern Pacific Company et al.* September 24, 1910. Refund of \$30.22 on one car of sugar from Oxnard, Cal., to Newton, Kans., on account of excessive rate.

10094. *Barnes and Mauk v. Chicago, Burlington and Quincy Railroad Company et al.* June 7, 1910. Refund of \$6.23 and waive collection of \$1.27 on shipment of shingles from Yukon, Wash., to Keyesport, Ill., on account of excessive rate.

10096. *Great Western Cereal Company v. Chicago, Burlington and Quincy Railroad Company et al.* September 21, 1910. Refund of \$16.63 on shipment of corn meal from Nebraska City, Nebr., to New Albany, Miss., on account of excessive rate.

10098. *Keystone Wood Company v. Philadelphia and Reading Railway Company et al.* May 17, 1910. Refund of \$3.29 on one car of kindling wood from Williamsport, Pa., to Bronx Terminal, New York, N. Y., on account of excessive rate.

10099. *Keystone Wood Company v. Philadelphia and Reading Railway Company et al.* May 17, 1910. Refund of \$44.25 on 13 cars of kindling wood from Williamsport, Pa., to One hundred and forty-ninth street, New York, N. Y., on account of excessive rate.

10100. *Fredonia Linseed Oil Works v. Chicago, Rock Island and Pacific Railway Company.* August 8, 1910. Refund of \$1.50 on shipment of oil meal from Minneapolis, Minn., to Hutchinson, Kans., on account of excessive rate.

10101. *Del Monte Milling Company v. Southern Pacific Company et al.* October 18, 1910. Refund of \$366.11 on shipment of cereal breakfast foods from San Francisco, Cal., to Alturas, Cal., on account of excessive rate.

10105. *Cherryvale Glass Company v. Atchison, Topeka and Santa Fe Railway Company.* June 24, 1910. Refund of \$43.80 on shipment of lamp chimneys from Tulsa, Okla., to Pueblo, Colo., on account of excessive rate.

10106. *Wolf Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* July 25, 1910. Waive collection of 96 cents on shipment of grain products from Ellinwood, Kans., to Manzanola, Kans., on account of excessive rate.

10107. *Nevins-Coulter Coal Company v. Atchison, Topeka and Santa Fe Railway Company.* October 10, 1910. Refund of \$16.30 on shipment of coal from Radley, Kans., to Courtney, Mo., on account of excessive rate.

10108. *Fowler Commission Company v. Atchison, Topeka and Santa Fe Railway Company.* July 1, 1910. Refund of \$4 on shipment of oats from Kansas City, Mo., to Emporia, Kans., on account of nonabsorption of switching charges.

10109. *Chas. Nelson Company v. Southern Pacific Company et al.* June 25, 1910. Refund of \$479.79 on 26 shipments of lumber from California points to various points on account of excessive rate.

10111. *Hydraulic Press Brick Company v. Chicago and Alton Railroad Company.* April 5, 1910. Refund of \$303.73 on seven cars of brick from St. Louis, Mo., to Chicago, Ill., on account of excessive rate.

10112. *Hydraulic-Press Brick Company v. Toledo, St. Louis and Western Railroad Company et al.* July 26, 1910. Refund of \$79.25 and waive collection of \$3.54 on two cars of brick from St. Louis, Mo., to Chicago, Ill., on account of excessive rate.

10115. *J. A. Roebling's Sons Company v. Southern Railway Company et al.* April 8, 1910. Waive collection of \$49.36 on one car of copper strand wire from Trenton, N. J., to Evans, S. C., on account of excessive rate.

10117. *Griffin Wheel Company v. Maine Central Railroad Company et al.* April 5, 1910. Refund of \$36.12 on two shipments of old car wheels from Auburn, Me., to Chelsea, Mass., on account of excessive rate.

10119. *Iowa Farming Tool Company v. Cincinnati Northern Railroad Company et al.* July 29, 1910. Refund of \$22.46 on shipment of rough implement handles from Bryan, Ohio, to Fort Madison, Iowa, on account of excessive rate.

10122. *Abaqua Lumber Company v. Southern Pacific Company et al.* October 13, 1910. Refund of \$40.13 on shipment of lumber from Abaqua, Oreg., to Fresno, Cal., on account of excessive rate.

10124. *Falk Company v. Philadelphia and Reading Railway Company et al.* April 21, 1910. Refund of \$16.20 on one car of molasses from Philadelphia, Pa., to Milwaukee, Wis., on account of excessive rate.

10126. *Harris and Cole Brothers v. Illinois Central Railroad Company et al.* March 25, 1910. Refund of \$171.52 on 19 shipments of lumber from Cairo, Ill., to Metropolis, Ill., on account of excessive rate.

10127. *Postum Cereal Company, Limited, v. Chicago, Rock Island and Pacific Railway Company.* August 9, 1910. Refund of \$22.80 on shipment of Post toasts and cardboard signs from Battle Creek, Mich., to Wichita, Kans., on account of excessive rate.

10128. *Alabama-Georgia Syrup Company v. Western Railway of Alabama et al.* November 28, 1910. Refund of \$67.46 on shipment of sirup from Montgomery, Ala., to Memphis, Tenn., on account of excessive rate.

10130. *Capt. Willson v. Southern Pacific Company.* April 27, 1910. Waive collection of \$3.59 on shipment of personal effects from Orland, Cal., to Salem, Oreg., on account of excessive rate.

10131. *A. Brossard v. Southern Pacific Company et al.* September 28, 1910. Waive collection of \$49.56 on one car of horses from Richmond, Utah, to Wells, Nev., on account of excessive rate.

10134. *The Hardwood Lumber Company v. Missouri Pacific Railway Company et al.* November 12, 1910. Refund of \$100.44 on shipment of hickory lumber from Clayton, La., to Denver, Colo., on account of excessive rate.

10138. *Paxton and Gallagher Company v. Chicago, Burlington and Quincy Railroad Company et al.* May 19, 1910. Refund of \$125.46 on one car of dried fruit from Hanford, Cal., to Deadwood, S. Dak., on account of excessive rate.

10140. *French Lick Springs Hotel Company v. Southern Railway Company et al.* April 13, 1910. Refund of \$3.20 on shipment of mineral water from French Lick Springs, Ind., to New Orleans, La., on account of excessive rate.

10153. *Omaha Elevator Company v. Chicago and North Western Railway Company et al.* May 4, 1910. Refund of \$20.70 on one car of wheat from Council Bluffs, Iowa, to Minneapolis, Minn., on account of larger car being furnished than ordered.

10158. *Armour and Company v. Missouri, Kansas and Texas Railway Company of Texas et al.* October 25, 1910. Refund of \$1,127.05 on eight cars of lard substitute from Forth Worth, Tex., to Mobile, Ala., for Cuba, on account of excessive rate.

10159. *Union Oil Company v. Atchison, Topeka and Santa Fe Railway Company et al.* October 31, 1910. Refund of \$123.20 on two shipments of oil from Oleum, Cal., to Phoenix and Prescott, Ariz., on account of excessive rate.

10162. *Springfield Wagon Company v. St. Louis and San Francisco Railroad Company.* April 27, 1910. Refund of \$2.03 on shipment of one wagon from Springfield, Mo., to Black Rock, Ark., on account of excessive rate.

10163. *W. I. McKee Lumber Company v. Southern Pacific Company.* July 27, 1910. Refund of \$504.35 on 33 shipments of lumber from California points to various points, on account of excessive rate.

10166. *Montana Brewing Company v. Great Northern Railway Company et al.* April 5, 1910. Waive collection of \$290 on one car of brewers' grits from Hebron, Nebr., to Great Falls, Mont., on account of excessive rate.

10171. *Lee Hardware Company, Limited, v. Louisville and Nashville Railroad Company et al.* May 14, 1910. Refund of \$44 on shipment of chain from Jeffersonville, Ind., to New Orleans, La., on account of excessive rate.

10172. *Lehigh Coal and Navigation Company v. Central Railroad Company of New Jersey.* October 18, 1910. Refund of \$49.40 on one car of coal from Hauto, Pa., to Flemington, N. J., on account of excessive rate.

10174. *Mont Anderson v. Santa Fe, Prescott and Phoenix Railway Company.* April 14, 1910. Refund of \$49.35 on two shipments of lumber from Flagstaff, Ariz., to Phoenix, Ariz., on account of excessive rate.

10177. *American Malting Company v. Delaware, Lackawanna and Western Railroad Company et al.* March 29, 1910. Refund of \$22.46 on two cars of malt from Buffalo, N. Y., to Tompkinsville, N. Y., on account of excessive rate.

10180. *Karamin Lumber Company v. Spokane and British Columbia Railway Company et al.* May 5, 1910. Refund of \$36.08 on shipment of lumber from Karamin, Wash., to Enderlin, N. Dak., on account of excessive rate.

10184. *Joliet Sand and Gravel Company v. Elgin, Joliet and Eastern Railway Company et al.* November 15, 1910. Refund of \$37.79 on nine cars of gravel from Plainfield, Ill., to South Deering, Ill., on account of excessive rate.

10185. *R. F. Haskens v. Southern Pacific Company et al.* April 5, 1910. Refund of \$48.06 on one car of onions from Laredo, Tex., to Portland, Oreg., on account of excessive rate.

10186. *Pearson-Page Company v. Southern Pacific Company et al.* April 23, 1910. Refund of \$45 on one car of onions from Laredo, Tex., to Portland, Oreg., on account of excessive rate.

10190. *Thos. O. Selfridge v. Baltimore and Ohio Railroad Company.* March 25, 1910. Refund of \$35.93 on one car of cinders from Navy Yard, Washington, D. C., to Garrett Park, Md., on account of excessive rate.

10191. *General Chemical Company v. Central Railroad Company of New Jersey.* April 11, 1910. Refund of \$360 on shipment of pyrites ore from Carteret, N. J., to Buffalo, N. Y., on account of excessive rate.

10198. *Diamond Match Company v. Wisconsin and Michigan Railway Company et al.* October 25, 1910. Refund of \$3.20 on shipment of match blocks from Menominee, Mich., to Barberton, Ohio, on account of excessive minimum.

10199. *Fullerton-Powell Hardwood Lumber Company v. Southern Railway Company et al.* September 13, 1910. Refund of \$32.67 on one car of lumber from Troy, Ind., to Mellen, Wis., on account of excessive rate.

10200. *Hamm Brewing Company v. Great Northern Railway Company et al.* October 3, 1910. Waive collection of \$3.82 on four cars of beer from St. Paul, Minn., to Aurora, Minn., on account of excessive rate.

10202. *Kelly Brothers Grain Company v. St. Louis and San Francisco Railroad Company et al.* May 4, 1910. Refund of \$20.15 on one car of corn from Waldron, Kans., to Mount Vernon, Mo., on account of excessive rate.

10203. *Conrad Bender v. Yazoo and Mississippi Valley Railroad Company et al.* May 10, 1910. Refund of \$267.84 on one car of bamboo cane from Kimball Lake, Miss., to Indianapolis, Ind., on account of excessive rate.

10206. *Chas. S. Riley and Company v. Philadelphia and Reading Railway Company et al.* June 15, 1910. Refund of \$17 on one car of cedar rails from Dennisville, N. J., to Hatfield, Pa., on account of excessive rate.

10208. *Nixdorff-Krein Manufacturing Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* July 26, 1910. Refund of \$57.20 on one car of iron chain from St. Louis, Mo., to New Orleans, La., on account of excessive rate.

10209. *Atlantic Export Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* August 18, 1910. Refund of \$53.74 and waive collection of \$85.98 on five cars of dried brewers' grains from Columbus, Ohio, to Baltimore, Md., for export, on account of excessive rate.

10212. *Anheuser-Busch Brewing Association v. Missouri Pacific Railway Company et al.* July 14, 1910. Refund of \$11.67 on shipment of empties from Laramie, Wyo., to St. Louis, Mo., on account of excessive rate.

10213. *C. F. Bell and Company v. Central of Georgia Railway Company.* August 23, 1910. Refund of \$3.49 on one car of watermelons from Van Buren, Ga., to Birmingham, Ala., on account of excessive rate.

10215. *Coffeyville Vitrified Brick and Tile Company v. Atchison, Topeka and Santa Fe Railway Company et al.* April 11, 1910. Refund of \$3.16 on shipment of cable chain from South Columbus, Ohio, to Collinsville, Okla., on account of excessive rate.

10217. *Harley Pottery Company v. Tennessee Central Railroad Company*. November 10, 1910. Refund of \$24.74 on three cars of earthenware from Nashville, Tenn., to Hopkinsville, Ky., on account of excessive rate.

10223. *Blackmer-Post Pipe Company v. Missouri Pacific Railway Company et al.* October 29, 1910. Refund of \$180.94 on one car of sewer pipe from Carondelet, Mo., to Guaymas, Mexico, on account of excessive rate.

10225. *Pioneer Fruit Company v. Southern Pacific Company et al.* May 12, 1910. Waive collection of \$7.50 on shipment of grapes from Clotho, Cal., to New York, N. Y., on account of excessive refrigeration charge.

10226. *La Belle Iron Works v. Wheeling and Lake Erie Railroad Company et al.* October 5, 1910. Refund of \$97.33 on 11 shipments of wrought-iron pipe from Steubenville, Ohio, to Piedmont, W. Va., Terre Alta, W. Va., Deer Park and Oakland, Md., on account of excessive rate.

10227. *Hammond Lumber Company v. Southern Pacific Company*. June 25, 1910. Refund of \$2,479.94 on 158 shipments of lumber from California points to various points, on account of excessive rate.

10229. *The Texas Company v. Tezakana and Fort Smith Railway Company et al.* May 26, 1910. Refund of \$11.28 on two cars of naphtha and refined oil from Port Arthur, Tex., to Jennings, La., on account of excessive rate.

10230. *National Pole Company v. Atchison, Topeka and Santa Fe Railway Company et al.* August 8, 1910. Refund of \$13.95 on shipment of poles from Itasca, Wis., to Alva, Okla., on account of excessive rate.

10231. *National Refining Company v. Missouri Pacific Railway Company et al.* April 16, 1910. Refund of \$15.45 on two shipments of oil from Coffeyville, Kans., to Springfield, Ill., on account of excessive rate.

10232. *W. R. Pickering Lumber Company v. Chicago, Burlington and Quincy Railroad Company et al.* May 11, 1910. Refund of \$29.76 on shipment of lumber from Pickering, La., to Huxton, Colo., on account of excessive rate.

10233. *Great Western Cereal Company v. Chicago, Burlington and Quincy Railroad Company et al.* June 24, 1910. Refund of \$21.34 on one car of corn meal from Council Bluffs, Iowa, to Amory, Miss., on account of excessive rate.

10234. *National Tube Company v. Wheeling and Lake Erie Railroad Company et al.* May 23, 1910. Refund of \$46.65 on three cars of wrought-iron pipe from Wheeling, W. Va., to Portland, Me., on account of excessive rate.

10236. *E. F. Hanna v. Southern Pacific Company et al.* April 1, 1910. Refund of \$31.65 on one car of walnuts from Santa Ana, Cal., to Salt Lake City, Utah, on account of excessive rate.

10237. *Leibhart Produce Company v. Atchison, Topeka and Santa Fe Railway Company et al.* October 8, 1910. Refund of \$58.60 on one car of potatoes from Spiro, Okla., to La Junta, Colo., on account of excessive rate.

10238. *Idaho Paper Company v. Southern Pacific Company et al.* August 18, 1910. Waive collection of \$212.43 on one car of roofing paper from San Francisco, Cal., to Boise, Idaho, on account of excessive rate.

10239. *Aluminum Company of America v. Canadian Pacific Railway Company*. October 21, 1910. Refund of \$42 on one car of magnesite from Cote, St. Paul, Quebec, to Massena Springs, N. Y., on account of excessive rate.

10241. *Paraffine Paint Company v. Southern Pacific Company et al.* July 28, 1910. Refund of \$207.81 on one car of building paper from Paraffin, Cal., to Pocatello, Idaho, on account of excessive rate.

10243. *Montgomery Lumber Company v. Southern Railway Company et al.* July 5, 1910. Refund of \$13.95 on one car of lumber from Suffolk, Va., to Buffalo, N. Y., on account of excessive rate.

10256. *Utica Glass Company v. Baltimore and Ohio Railroad Company et al.* April 15, 1910. Refund of \$32.80 on shipment of window glass from Utica, Ohio, to Fond du Lac, Wis., on account of excessive rate.

10257. *Duluth and Iron Range Railway Company v. Chicago Great Western Railroad Company et al.* August 16, 1910. Refund of \$9.10 on one car of coke from Leith, Pa., to Two Harbors, Minn., on account of excessive rate.

10259. *Iowa Farming Tool Company v. Chicago, Burlington and Quincy Railroad Company et al.* June 18, 1910. Refund of \$14.77 on one car of rough handles from Delphos, Ohio, to Fort Madison, Iowa, on account of excessive rate.

10260. *K. H. Clark v. St. Louis and San Francisco Railroad Company et al.* August 25, 1910. Refund of \$37.40 on shipment of hay from Altus, Okla., to Quanah, Tex., on account of excessive rate.

10262. *Markt and Company v. Bangor and Aroostook Railroad Company et al.* September 30, 1910. Refund of \$151.80 on two cars of clothespins from Davidson, Me., to Boston, Mass., on account of excessive rate.

10263. *The A. M. Penney Company v. Louisville and Nashville Railroad Company.* August 17, 1910. Refund of \$6 on shipment of potatoes from Kilbourn, Wis., to Birmingham, Ala., on account of excessive rate.

10264. *T. O. Melton v. Louisville and Nashville Railroad Company.* August 17, 1910. Refund of \$4.80 on shipment of apples from Vincennes, Ind., to Birmingham, Ala., on account of excessive rate.

10265. *S. F. Cornelius and Company v. Louisville and Nashville Railroad Company.* August 26, 1910. Refund of \$20.32 on shipment of two cars of cabbage from New Orleans, La., to Birmingham, Ala., on account of excessive rate.

10267. *Glamorgan Pipe and Foundry Company v. Chesapeake and Ohio Railway Company.* June 14, 1910. Refund of \$5.47 on shipment of cast-iron pipe from Lynchburg, Va., to Logan, W. Va., on account of excessive rate.

10268. *Dickinson Fire and Pressed Brick Company v. Northern Pacific Railway Company.* May 4, 1910. Refund of \$30.80 on one car of brick from Dickinson, N. Dak., to Seattle, Wash., on account of excessive rate.

10269. *Dixon Milling Company v. Southern Pacific Company.* June 28, 1910. Waive collection of \$99.51 on two shipments of mill feed from Portland, Oreg., to Dixon, Cal., on account of excessive rate.

10272. *Ray and Ray Mill Company v. Southern Pacific Company.* July 29, 1910. Waive collection of \$2.93 on shipment of household goods from Chico, Cal., to Portland, Oreg., on account of excessive rate.

10273. *Standard Soap Company v. Southern Pacific Company.* May 12, 1910. Refund of \$31.52 on shipment of soap from Tillman, Cal., to Portland, Oreg., on account of excessive rate.

10275. *Cananea Consolidated Copper Company v. Southern Pacific Company.* June 14, 1910. Refund of \$271.62 and waive collection of \$10.06 on three cars of wood pipe from Olympia, Wash., to Naco, Ariz., on account of excessive rate.

10278. *Great Western Cereal Company v. Chicago and Alton Railroad Company et al.* October 21, 1910. Refund of \$14 on three shipments of stock feed from Joliet, Ill., to Richmond and Norfolk, Va., on account of excessive rate.

10280. *Sandoval Zinc Company v. Chicago, Indiana and Southern Railway Company et al.* November 10, 1910. Refund of \$142.95 on shipment of zinc skimmings and dross from Grand Crossing, Ill., to Sandoval, Ill., on account of excessive rate.

10281. *C. E. Murray v. Nashville, Chattanooga and St. Louis Railway et al.* September 28, 1910. Refund of \$8.96 on one car of slack barrels, staves, and headings from Bon Aqua, Tenn., to Hopkinsville, Ky., on account of excessive rate.

10282. *Ault and Jackson Company v. Louisville and Nashville Railroad Company.* November 18, 1910. Refund of \$254.52 on 141 cars of lumber from Boone, Ky., to Cincinnati, Ohio, on account of excessive rate.

10283. *Mrs. S. C. Rose v. New York Central and Hudson River Railroad Company.* June 22, 1910. Refund of \$55.19 on shipment of household goods from Albany, N. Y., to Denver, Colo., on account of excessive rate.

10284. *International Harvester Company v. Atchison, Topeka and Santa Fe Railway Company.* April 27, 1910. Refund of \$5.12 on shipment of implements and twine from Chicago, Ill., to Carrollton, Mo., on account of excessive rate.

10285. *N. D. Dorey v. Northern Central Railway Company.* April 15, 1910. Refund of \$11.30 on one car of scrap iron from Grover, Pa., to Elmira, N. Y., on account of excessive rate.

10286. *Sun Company v. Indianapolis Southern Railroad Company et al.* October 21, 1910. Refund of \$196.51 on five shipments of crude oil from Stoy, Ill., to Grant Park, Ill., on account of excessive rate.

10288. *Danville Knitting Mills v. Southern Railway Company.* April 14, 1910. Refund of \$11.63 on six shipments of cotton hosiery from Danville, Va., to Memphis, Tenn., on account of excessive rate.

10290. *Armour and Company v. Arizona and Eastern Railroad Company et al.* May 17, 1910. Refund of \$47.94 on three cars of lard and lard substitute from Fort Worth, Tex., to Phoenix, Ariz., on account of excessive rate.

10292. *Hale-Halsell Grocery Company, Incorporated, v. Missouri Kansas and Texas Railway Company et al.* April 5, 1910. Refund of \$7.80 on shipment of rice from Orange, Tex., to Muskogee, Okla., on account of excessive rate.

10293. *Edward C. Moore Company et al. v. Pennsylvania Railroad Company.* June 3, 1910. Refund of \$55.48 on three cars of green salted hides from New York, N. Y., to Newark, N. J., on account of excessive rate.

10294. *Chas. Cooper and Company v. Pennsylvania Railroad Company.* June 3, 1910. Refund of \$50.58 on two cars of nitrate of soda from New York, N. Y., to Newark, N. J., on account of excessive rate.

10295. *American Steel and Wire Company v. St. Louis and San Francisco Railroad Company et al.* September 30, 1910. Refund of \$27.94 on shipment of wire, wire fence, staples, and nails, from Joliet, Ill., to Imboden, Ark., on account of excessive rate.

10297. *Flood Brothers v. Merchants and Miners Transportation Company et al.* July 1, 1910. Refund of \$4.19 on shipment of canned tomatoes from Baltimore, Md., to Yule, Fla., on account of excessive rate.

10301. *McCord-Brady Company v. Chicago, Burlington and Quincy Railroad Company et al.* April 5, 1910. Refund of \$108.58 on one car of dried fruit from Hanford, Colo., to Lead, S. Dak., on account of excessive rate.

10302. *Otto Weiss and American Alfalfa Food Company v. Chicago, Rock Island and Pacific Railway Company.* May 10, 1910. Refund of \$52 on three shipments of oil meal from Minneapolis, Minn., to Wichita, Kans., on account of excessive rate.

10303. *M. E. Leming v. St. Louis and San Francisco Railroad Company et al.* April 21, 1910. Refund of \$25.80 on shipment of lumber from Cape Girardeau, Mo., to South Omaha, Nebr., on account of excessive rate.

10304. *C. W. Hull Company v. Chicago, Rock Island and Pacific Railway Company.* April 5, 1910. Refund of \$31.86 on two cars of brick from Cherryvale, Kans., to Exira and Guthrie Center, Iowa, on account of excessive rate.

10306. *Portland Cement Company of Utah, Limited v. Southern Pacific Company et al.* April 13, 1910. Refund of \$163.02 on shipment of cement from Salt Lake City, Utah, to Reno, Nev., on account of excessive rate.

10311. *Armour and Company v. Boston and Maine Railroad Company et al.* June 3, 1910. Refund of \$62.49 on 12 shipments of malted clams from Boston, Mass., to Chicago, Ill., on account of excessive rate.

10314. *Franklin County Collieries Company v. Chicago, Burlington and Quincy Railroad Company et al.* September 30, 1910. Refund of \$3.81 on shipment of coal from Sesser, Ill., to Clay Center, Kans., on account of excessive rate.

10315. *Barrett Manufacturing Company v. Canadian Pacific Railway Company et al.* September 22, 1910. Refund of \$620.73 on 15 cars of coal tar from Toronto, Ontario, to East Boston, Mass., on account of excessive rate.

10316. *Williamston Mills v. Southern Railway Company.* August 6, 1910. Refund of \$29.65 on shipment of cloth from Williamston, S. C., to New Hamburg, N. Y., on account of excessive rate.

10317. *Atlantic Refining Company v. Pennsylvania Railroad Company et al.* October 22, 1910. Refund of \$19.60 on two cars of gasoline from Philadelphia, Pa., to Manitowoc, Wis., on account of excessive rate.

10321. *Virginia Portland Cement Company v. Chesapeake and Ohio Railway Company et al.* August 6, 1910. Refund of \$816.06 on 20 cars of cement from Fordwick, Va., to McCall's Ferry, Pa., on account of excessive rate.

10322. *Ward Lumber Company v. Illinois Central Railroad Company et al.* November 17, 1910. Refund of \$9.32 on two cars of lumber from Napanee, Miss., to Auburn, N. Y., on account of excessive rate.

10328. *Weybosset Mills v. New York, New Haven and Hartford Railroad Company.* August 23, 1910. Refund of \$8.16 on 2 shipments of wool from Boston, Mass., to Providence, R. I., on account of excessive rate.

10330. *Armour and Company v. Boston and Maine Railroad et al.* May 23, 1910. Refund of \$116.76 on five cars of ice from South Amherst, Mass., to Norwich, Conn., on account of excessive rate.

10332. *La Belle Iron Works v. El Paso and Southwestern System et al.* July 1, 1910. Refund of \$19.90 on one car of steel plates from Steubenville, Ohio, to El Paso, Tex., on account of excessive rate.

10333. *La Belle Iron Works v. El Paso and Southwestern System et al.* July 1, 1910. Refund of \$20.94 on one car of steel plates from Steubenville, Ohio, to El Paso, Tex., on account of excessive rate.

10334. *Missoula Mercantile Company v. Great Northern Railway Company.* April 5, 1910. Refund of \$36.12 on three cars of hay from Half Moon, Mont., to Seattle, Wash., on account of excessive rate.

10336. *Whitall-Tatum Company v. West Jersey and Seashore Railroad Company et al.* April 21, 1910. Refund of \$11.33 on two shipments of bottles from Millville, N. J., to Hartford, Conn., on account of excessive rate.

10344. *F. Y. Goldsborough v. Missouri, Kansas and Texas Railway Company et al.* September 24, 1910. Refund of \$23.50 on one car of snapped corn from Porter, Okla., to Meekers, La., on account of excessive minimum.

10359. *Coniages Reduction Company v. New York Central and Hudson River Railroad Company et al.* June 18, 1910. Refund of \$137.49 on three cars of iron ore from North Tonawanda, N. Y., to Thorold, Ontario, on account of excessive rate.

10360. *Sandwich Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company et al.* September 26, 1910. Refund of \$22.99 on two cars of pig iron from Mayville, Wis., to Sandwich, Ill., on account of excessive rate.

10361. *St. Louis Confetti Company v. Vandalia Railroad Company et al.* July 21, 1910. Refund of \$9.60 on two cars of confetti from St. Louis, Mo., to Coney Island, N. Y., on account of excessive rate.

10362. *Adams and Miller v. Southern Pacific Company.* July 29, 1910. Refund of \$67.84 and waive collection of \$4.04 on shipment of lumber from Vallejo Junction, Cal., to Thorne, Nev., on account of excessive rate.

10363. *Andrews and Ranson Company v. St. Louis Southwestern Railway Company et al.* June 14, 1910. Refund of \$19.70 on four shipments of hay from Stuttgart, Ark., to Fort Worth, Tex., on account of excessive rate.

10364. *Hill and Webb v. St. Louis Southwestern Railway Company.* June 14, 1910. Refund of \$47 on 10 cars of hay from Stuttgart, Ark., to Corsicana, Dallas, and Hubbard, Tex., on account of excessive rate.

10367. *Mallow Grain Company v. St. Louis Southwestern Railway Company et al.* June 14, 1910. Refund of \$27.06 on six cars of hay from Stuttgart, Ark., to Plano, Kerens, Frost, and Hubbard, Tex., on account of excessive rate.

10374. *Colorado, Kansas, and Nebraska Coal Company v. Colorado and Southern Railway Company et al.* May 23, 1910. Refund of \$11.55 on one car of coal from Round Oak Mine, Colo., to Kyd, Kans., on account of excessive rate.

10375. *Arbuckle Brothers v. Missouri, Kansas and Texas Railway Company et al.* September 21, 1910. Refund of \$123.33 on shipment of sugar from Galveston, Tex., to Muskogee, Okla., on account of excessive rate.

10377. *Anderson-Tully Company v. St. Louis and San Francisco Railroad Company.* November 15, 1910. Refund of \$63.29 on seven shipments of lumber from Luxora, Ark., to Wausau, Wis., on account of misrouting.

10378. *Allen Brothers Company v. Chicago, Burlington and Quincy Railroad Company.* November 12, 1910. Refund of \$161.73 on three cars of canned goods from Omaha, Nebr., to Kirley, Cody, and Basin, Wyo., on account of excessive rate.

10380. *Satterfield and Ferguson et al. v. Atchison, Topeka and Santa Fe Railway Company.* April 12, 1910. Refund of \$80.95 on shipments of various commodities between points in Oklahoma, on account of excessive rate.

10381. *Enid Mill and Elevator Company et al. v. Atchison, Topeka and Santa Fe Railway Company et al.* April 12, 1910. Waive collection of \$326.67 on shipments of various commodities between various Oklahoma points, on account of excessive rate.

10382. *C. A. Lowe et al. v. Atchison, Topeka and Santa Fe Railway Company et al.* April 12, 1910. Refund of \$418.57 on shipments of various commodities between various Oklahoma points, on account of excessive rate.

10383. *F. M. Payne et al. v. Atchison, Topeka and Santa Fe Railway Company et al.* April 12, 1910. Waive collection of \$4,083.75 on shipment of various commodities from various Oklahoma points to various Oklahoma points, on account of excessive rate.

10384. *Jackson and Walker et al. v. Atchison, Topeka and Santa Fe Railway Company et al.* April 12, 1910. Refund of \$367.19 on shipments of various commodities between various Oklahoma points, on account of excessive rate.

10385. *Pacific Lumber Company v. Southern Pacific Company et al.* May 23, 1910. Refund of \$415.10 on 22 cars of lumber from Eureka, Cal., to various points, on account of excessive rate.

10386. *Redwood Manufacturers Company v. Southern Pacific Company et al.* June 3, 1910. Refund of \$1,417.33 on 85 cars of lumber from various California points to various points, on account of excessive rate.

10387. *Acme Lumber Company v. Southern Pacific Company et al.* May 17, 1910. Refund of \$176.60 on various cars of lumber from Eureka, Cal., to various points, on account of excessive rate.

10388. *Independent Cooperative Oil Company v. Chicago, Burlington and Quincy Railroad Company.* September 21, 1910. Refund of \$47.64 on four cars of oil from Atchison, Kans., to Sioux City, Iowa, on account of excessive rate.

10390. *Trans-Continental Freight Company v. Southern Pacific Company et al.* July 1, 1910. Refund of \$105 on shipment of household goods from San Francisco, Cal., to Chicago, Ill., on account of excessive rate.

10391. *C. A. Poole and Brothers v. San Pedro, Los Angeles and Salt Lake Railroad Company et al.* September 29, 1910. Refund of \$49 on shipment of mill stuffs from Smithfield, Utah, to San Bernardino, Cal., on account of excessive minimum.

10392. *C. A. Poole and Brothers v. San Pedro, Los Angeles and Salt Lake Railroad Company et al.* October 5, 1910. Refund of \$50 on shipment of wheat from St. Anthony, Idaho, to San Bernardino, Cal., on account of excessive minimum.

10393. *United States Cast Iron Pipe and Foundry Company v. Chicago, Burlington and Quincy Railroad Company et al.* June 4, 1910. Refund of \$216.89 and waive collection of \$62.52 on six cars of iron pipe from Chattanooga, Tenn., to Almena, Kans., on account of excessive rate.

10394. *E. J. McLean and Company v. Chicago, Burlington and Quincy Railroad Company et al.* May 27, 1910. Refund of \$309.60 on one car of green hides from Denver, Colo., to Fremont, Wash., on account of excessive rate.

10396. *John Porter v. Pennsylvania Company et al.* November 12, 1910. Refund of \$60.30 on four shipments of lime from Bridgeport, Ohio, to Arroyo and Kenilworth, W. Va., on account of excessive rate.

10398. *Ray Consolidated Copper Company v. Arizona and Eastern Railroad Company et al.* October 29, 1910. Refund of \$26.25 on one car of machinery from Beaver Falls, Pa., to Kelvin, Ariz., on account of excessive rate.

10400. *Symms-Utah Grocer Company v. Oregon Short Line Railroad Company et al.* April 30, 1910. Refund of \$84 on shipment of rice from Beaumont, Tex., to Salt Lake City, Utah, on account of excessive rate.

10402. *Laclede-Christy Clay Products Company v. Missouri Pacific Railway Company.* September 30, 1910. Refund of \$46.96 on shipment of old fire brick from Coffeyville, Kans., to St. Louis, Mo., on account of excessive rate.

10403. *Swift and Company v. Missouri Pacific Railway Company.* April 30, 1910. Refund of \$56.10 on two shipments of buttermilk from Topeka, Kans., to Springfield, Mo., on account of excessive rate.

10405. *C. W. Hull Company v. Missouri Pacific Railway Company.* November 7, 1910. Refund of \$11.40 on two cars of cement from Gas, Kans., to Lincoln, Nebr., on account of excessive rate.

10409. *Banner Buggy Company v. St. Louis and San Francisco Railroad Company et al.* November 3, 1910. Refund of \$60.10 on shipment of vehicles from St. Louis, Mo., to Booneville, Ark., on account of excessive rate.

10411. *Southern Sewer Pipe Company v. Southern Railway Company et al.* June 23, 1910. Refund of \$75.88 on one car of sewer pipe from North Birmingham, Ala., to Indianola, Miss., on account of excessive rate.

10414. *National Paper Mills and Filler Company v. Chicago and North Western Railway Company.* November 22, 1910. Refund of \$7.60 and waive collection of \$2.88 on one car of egg case fillers from Tama, Iowa, to Omaha, Nebr., on account of excessive rate.

10415. *Richards-Ambler and Company v. Chicago, Burlington and Quincy Railroad Company.* June 22, 1910. Refund of \$18.56 on one car of coke from Monmouth, Ill., to Sioux City, Iowa, on account of excessive rate.

10419. *James H. Rhodes and Company v. Baltimore and Ohio Railroad Company et al.* November 23, 1910. Refund of \$43.23 on shipment of calcium chloride from Hartford, W. Va., to Troy, Ala., on account of excessive rate.

10421. *Wilkoff Brothers Company v. Baltimore and Ohio Railroad Company.* May 21, 1910. Refund of \$22.70 on two shipments of scrap iron and old rails from Edenburg and Carbon, Pa., to Youngstown, Ohio, on account of excessive rate.

10425. *Southern Gypsum Company v. Norfolk and Western Railway Company et al.* October 13, 1910. Refund of \$72 on one car of wall plaster from Saltville, Va., to Danville, Ky., on account of excessive rate.

10426. *Western Grain Products Company v. Michigan Central Railroad Company et al.* June 18, 1910. Refund of \$30 on three shipments of molasses-dried grain from Hammond, Ind., to Fallston and Long Green, Md., on account of excessive rate.

10427. *Charlotte Pipe and Foundry Company v. Southern Railway Company et al.* August 6, 1910. Refund of \$138.15 on eight shipments of cast-iron pipe from Charlotte, N. C., to Washington, D. C., on account of excessive rate.

10432. *J. H. Einspanjer v. Chicago, Burlington and Quincy Railroad Company.* October 28, 1910. Refund of \$19.36 on one car of sand from Farmington, Iowa, to Pollock, Mo., on account of excessive rate.

10433. *Babbitt Brothers v. Atchison, Topeka and Santa Fe Railway Company.* August 18, 1910. Refund of \$47.36 on one car of sewer pipe from Slauson, Cal., to Flagstaff, Ariz., on account of excessive rate.

10436. *Farmers Grain Company v. Duluth, South Shore and Atlantic Railway Company et al.* June 24, 1910. Refund of \$10.89 on shipment of straw from New Richmond, Wis., to Calumet, Mich., on account of excessive rate.

10438. *T. M. Partridge Lumber Company et al. v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* September 28, 1910. Refund of \$238.58 and waive collection of \$1 on 25 cars of cedar posts from Beaudette and Pitt, Minn., to various points, on account of excessive minimum.

10439. *Evansville Desk Company v. Illinois Central Railroad Company et al.* September 24, 1910. Refund of \$13.20 on one car of desks from Evansville, Ind., to Burlington, Iowa, on account of excessive rate.

10446. *E. I. du Pont de Nemours Powder Company v. Pennsylvania Railroad Company et al.* October 7, 1910. Refund of \$14.38 on two cars of scrap iron from Gibbstown, N. J., to Philadelphia, Pa., on account of excessive rate.

10449. *T. B. Stone Lumber Company v. Illinois Central Railroad Company et al.* May 14, 1910. Refund of \$7.52 on shipment of gum lumber from Inverness, Miss., to Auburn, Ind., on account of excessive rate.

10453. *Wasmer Fruit Company v. Chicago, Burlington and Quincy Railroad Company et al.* May 16, 1910. Refund of \$16 on one car of peaches and pears from Grand Junction, Colo., to Deadwood, S. Dak., on account of excessive rate.

10454. *Diamond Match Company v. Southern Pacific Company.* April 19, 1910. Refund of \$77.38 on five shipments of lumber, sash, doors, etc., from Chico, Cal., to Barberton, Ohio, on account of excessive rate.

10455. *Black Brothers v. Chicago, Burlington and Quincy Railroad Company.* June 14, 1910. Refund of \$13.50 on one car of flour, bran, meal, and shorts from Blue Springs, Nebr., to Oronoque, Kans., on account of excessive rate.

10457. *Southern Cypress Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* October 4, 1910. Refund of \$7.60 on one car of lumber from Garyville, La., to Dunkirk, Ind., on account of excessive rate.

10463. *Southwestern States Portland Cement Company v. Chicago, Rock Island and Pacific Railway Company et al.* June 24, 1910. Refund of \$112.50 on shipment of crushed gypsum rock from Okarche, Okla., to Eagle Ford, Tex., on account of excessive rate.

10465. *J. H. Turner v. Missouri Pacific Railway Company et al.* July 29, 1910. Refund of \$23.40 on one car of hay from Eldorado, Kans., to Clayton, N. Mex., on account of excessive rate.

10467. *Christian Feigenspan v. Central Railroad Company of New Jersey et al.* May 10, 1910. Refund of \$225.80 on 15 cars of ale and beer from Newark, N. J., to Stamford, Conn., on account of excessive rate.

10468. *I. R. Severtson and Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* July 21, 1910. Refund of \$48.94 on seven shipments of cedar posts and poles from various points to various points, on account of excessive minimum.

10474. *M. M. Moore v. Chicago, Rock Island and Pacific Railway Company et al.* October 14, 1910. Refund of \$9.60 on one car of hay from Alfalfa Spur, Okla., to Fort Worth, Tex., on account of excessive rate.

10475. *Aurora Milling Company v. Chicago, Burlington and Quincy Railroad Company.* October 13, 1910. Refund of \$39.98 on one car of flour and feed from Aurora, Nebr., to Wyncote, Wyo., on account of excessive rate.

10477. *Hampton Mill and Grain Company v. Chicago, Burlington and Quincy Railroad Company.* June 20, 1910. Refund of \$49 on one car of feed from Hampton, Nebr., to Guernsey, Wyo., on account of excessive rate.

10478. *Taylor, Lowenstein and Company v. New Orleans and Northeastern Railroad Company.* August 4, 1910. Refund of \$104.39 on four cars of rosin from Petal, Miss., to Mobile, Ala., on account of excessive rate.

10479. *Rexall Gold Mining Company v. Oregon Short Line Railroad Company et al.* August 2, 1910. Refund of \$176.54 on one car of mining machinery from Boise, Idaho, to Victor, Colo., on account of excessive rate.

10481. *Elk Tanning Company v. Pittsburg, Shawmut and Northern Railroad Company.* May 16, 1910. Refund of \$30.94 on one car of leather from Portland Mills, Pa., to Boston, Mass., on account of excessive rate.

10482. *Denny-Renton Clay and Coal Company v. Northern Pacific Railway Company.* November 12, 1910. Refund of \$551.24 on 53 cars of paving brick from Renton, Wash., to Portland and Salem, Oreg., on account of excessive rate.

10485. *Acme Milling Company v. Louisville and Nashville Railroad Company.* August 17, 1910. Refund of \$20.17 on one car of flour from Indianapolis, Ind., to Carlisle, Ky., on account of excessive rate.

10487. *Susquehanna Smelting Company v. Cincinnati, New Orleans and Texas Pacific Railway Company et al.* June 4, 1910. Refund of \$53.72 on one car of ferrosilicon from Lockport, N. Y., to Ensley, Ala., on account of excessive rate.

10488. *Combined Locks Paper Company v. Chicago and North Western Railway Company et al.* November 12, 1910. Refund of \$33.49 on shipments of iron cores from Cleveland, Ohio, to Combined Locks, Wis., on account of excessive rate.

10489. *Alabama Fuel and Iron Company v. Louisville and Nashville Railroad Company et al.* August 22, 1910. Refund of \$120.92 on 13 cars of coal from Action, Ala., to Beaumont and Houston, Tex., on account of excessive rate.

10490. *Alabama Fuel and Iron Company v. Louisville and Nashville Railroad Company et al.* October 1, 1910. Refund of \$22.58 on two cars of coal from Action, Ala., to Port Arthur, Tex., on account of excessive rate.

10492. *Burns-Yantis Grain Company v. Illinois Central Railroad Company.* November 15, 1910. Refund of \$176.36 on 60 cars of corn and oats from Hammond, Ind., to various points, on account of nonallowance for elevation.

10494. *A. P. Brantley and Company v. Southern Railway Company.* August 12, 1910. Refund of \$215.24 on seven cars of sea island cotton from Shelby, N. C., to Savannah, Ga., on account of excessive rate.

10496. *Missouri Paper House Company v. Atchison, Topeka and Santa Fe Railway Company et al.* May 12, 1910. Refund of \$25.20 on one car of paper from Grand Rapids, Wis., to Carrollton, Mo., on account of excessive rate.

10500. *Southern Texas Truck Growers Association v. International and Great Northern Railway Company et al.* September 29, 1910. Refund of \$18.80 on one car of onions from Cones, Tex., to Billings, Mont., on account of excessive minimum.

10502. *Howard Stove Manufacturing Company v. Chicago, Burlington and Quincy Railroad Company.* August 6, 1910. Refund of \$423.38 on five cars of stoves from Ralston, Nebr., to Seattle and Everett, Wash., on account of excessive rate.

10506. *M. C. Peters Mill Company v. Louisville and Nashville Railroad Company et al.* October 5, 1910. Refund of \$10 on one car of alfalfa feed from Omaha, Nebr., to Evansville, Ind., on account of excessive rate.

10507. *Harriman Mine Car and Manufacturing Company v. Cincinnati, New Orleans and Texas Pacific Railway Company et al.* September 30, 1910. Refund of \$14.44 on two cars of iron shoe lasts from Harriman, Tenn., to New Orleans, La., on account of excessive rate.

10509. *Whitall-Tatum Company v. West Jersey and Seashore Railroad Company et al.* April 29, 1910. Refund of \$1.92 on one car of bottles from Millville, N. J., to Newton Upper Falls, Mass., on account of excessive rate.

10510. *Whitall-Tatum Company v. West Jersey and Seashore Railroad Company et al.* May 2, 1910. Refund of \$46.06 on four cars of bottles from Millville, N. J., to Glenbrook, Conn., on account of excessive rate.

10512. *Ozark Land and Lumber Company v. St. Louis and San Francisco Railroad Company et al.* October 24, 1910. Refund of \$18.11 on shipment of lumber from Winona, Mo., to Pittsfield, Ill., on account of excessive rate.

10514. *Crombie and Company v. Southern Pacific Company et al.* June 23, 1910. Refund of \$21.60 on one car of fruit from New Castle, Cal., to El Paso, Tex., on account of excessive rate.

10515. *H. Woods and Company v. Southern Pacific Company et al.* August 22, 1910. Refund of \$36.72 on one car of cantaloupes from Meloland, Cal., to El Paso, Tex., on account of excessive rate.

10519. *Harrington-Plummer Mercantile Company v. Union Pacific Railroad Company.* June 2, 1910. Waive collection of \$17.20 on two cars of hay from Penn, Nebr., to Denver, Colo., on account of excessive rate.

10520. *Hall Brothers and Company v. Gulf and Ship Island Railroad Company et al.* September 30, 1910. Refund of \$37.20 on one car of sweet potatoes from Wiggins, Miss., to New Orleans, La., on account of excessive rate.

10524. *Sterling Lumber Company v. Union Pacific Railroad Company.* June 23, 1910. Refund of \$93.09 on one car of coal from Almy Junction, Colo., to Sterling, Colo., on account of excessive rate.

10527. *John A. Miller v. Philadelphia and Reading Railroad Company et al.* August 2, 1910. Refund of \$50.50 on one car of wheat from Greythorne, Pa., to Chilhowie, Va., on account of excessive rate.

10529. *Eminence Milling Company v. Louisville and Nashville Railroad Company.* June 18, 1910. Refund of \$24.75 on one car of wheat from East St. Louis, Ill., to Eminence, Ky., on account of excessive rate.

10532. *W. T. Ferguson Lumber Company v. Louisiana and Arkansas Railway Company et al.* October 10, 1910. Refund of \$46.10 on one car of lumber from Gleason, La., to Yuma, Colo., on account of excessive rate.

10533. *Early Grain Company v. Eastern Railway of New Mexico System.* June 18, 1910. Refund of \$1.40 on one car of hay from Roswell, N. Mex., to Tulia, Tex., on account of excessive minimum.

10535. *Philadelphia Vencer and Lumber Company v. Louisville and Nashville Railroad Company.* November 15, 1910. Refund of \$63 on three cars of logs from Carlsbad, Ky., to Knoxville, Tenn., on account of excessive rate.

10536. *Dougherty, Morrison and Company v. Georgia Northern Railway Company et al.* October 10, 1910. Refund of \$5.16 on shipment of lumber from Corbett, Ga., to Michigan City, Ind., on account of excessive rate.

10537. *Pederson Mercantile Company v. Great Northern Railway Company et al.* May 5, 1910. Refund of \$9.46 on one car of beer from St. Louis, Mo., to Moorhead, Minn., on account of excessive rate.

10542. *Jamison Coal and Coke Company v. Minneapolis, St. Paul, and Sault Ste. Marie Railway Company et al.* November 9, 1910. Refund of \$155.68 on five cars of coke from Chicago, Ill., to Duluth, Minn., on account of excessive rate.

10545. *Anheuser-Busch Brewing Association v. St. Louis, Iron Mountain and Southern Railway Company et al.* September 13, 1910. Refund of \$30 on one car of brewers' rice from Donaldsonville, La., to St. Louis, Mo., on account of excessive rate.

10547. *M. P. Robertson v. Northern Pacific Railway Company et al.* June 22, 1910. Refund of \$70 on one car of hogs from Hazard, Nebr., to Wins, Wash., on account of excessive rate.

10548. *F. M. Krueger and Fred Krueger v. Great Northern Railway Company.* September 13, 1910. Refund of \$128.83 on one car of emigrant outfit from Halloway, Minn., to Williston, N. Dak., on account of excessive rate.

10550. *American Car and Foundry Company v. Chicago and Eastern Illinois Railroad Company.* June 15, 1910. Refund of \$344.73 on 12 cars of wheels from Chicago, Ill., to Terre Haute, Ind., on account of excessive rate.

10551. *E. H. Hamann v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* July 26, 1910. Refund of \$2.60 on shipment of hogs from Luverne, Minn., to Union Stock Yards, Chicago, Ill., on account of excessive rate.

10552. *Reuter Hub and Spoke Company v. Chicago and Eastern Illinois Railroad Company et al.* September 27, 1910. Refund of \$82.26 on shipment of wood from Redd, Mo., to Chicago, Ill., on account of excessive rate.

10553. *Jackson Oil Company v. Vicksburg, Shreveport and Pacific Railway Company et al.* July 25, 1910. Refund of \$130.90 on three cars of cottonseed from Delta Point, La., to Jackson, Miss., on account of excessive rate.

10554. *Wheeler-Osgood Company v. Northern Pacific Railway Company.* July 13, 1910. Refund of \$1,080.92 on seven cars of sash, doors, and moldings from Tacoma, Wash., to various points, on account of excessive rate.

10559. *Day-Luellwitz Lumber Company v. Idaho and Washington-Northern Railroad Company.* June 30, 1910. Refund of \$27.37 on shipment from Fish Lake, Idaho, to Greeley, Colo., on account of excessive rate.

10560. *Delta County Fruit Growers' Association v. Denver and Rio Grande Railroad Company et al.* September 21, 1910. Refund of \$147.84 on two cars of apples from Delta, Colo., to Dallas, Tex., on account of excessive rate.

10562. *Connelly Fruit Company v. Northern Pacific Railway Company.* July 2, 1910. Refund of \$208.65 on one car of apples from Tracy, Wash., to Minneapolis, Minn., on account of excessive rate.

10563. *Rogers Canning Company v. Kansas City Southern Railway Company et al.* May 14, 1910. Refund of \$19.69 on one car of canned goods from Rogers, Ark., to St. Louis, Mo., on account of excessive rate.

10564. *Montrose Fruit and Produce Association v. Denver and Rio Grande Railroad Company et al.* October 4, 1910. Refund of \$48.24 on one car of potatoes from Montrose, Colo., to Dallas, Texas, on account of excessive rate.

10566. *Southern Cotton Oil Company v. Southern Railway Company et al.* May 2, 1910. Refund of \$21.31 on three cars of cottonseed hulls from Wadesboro, N. C., to Abbeville, S. C., on account of excessive rate.

10567. *Dougherty, Morrison and Company v. Georgia Northern Railway Company et al.* July 14, 1910. Refund of \$8.52 on shipment of lumber from Corbetts, Ga., to Michigan City, Ind., on account of excessive rate.

10571. *R. L. Goyer v. Mobile and Ohio Railroad Company et al.* November 15, 1910. Refund of \$59.41 and waive collection of \$52.07 on two cars of sugar from New Orleans, La., to Syracuse, N. Y., on account of excessive rate.

10573. *Copper Queen Consolidated Mining Company v. El Paso and Southwestern System et al.* October 3, 1910. Refund of \$232.72 on one car of brick from Cheltenham, Mo., to Douglas, Ariz., on account of excessive rate.

10574. *Central Contracting Company v. Southern Railway Company et al.* July 27, 1910. Refund of \$94.56 on 12 cars of curbing stone from Granite Quarry, N. C., to Harrisburg, Pa., on account of excessive rate.

10576. *Acme Cement Plaster Company v. Union Pacific Railroad Company.* July 1, 1910. Refund of \$15 and waive collection of \$15 on one car of cement plaster from Laramie, Wyo., to Spencer, Nebr., on account of excessive rate.

10578. *E. Dillon's Sons v. Chesapeake and Ohio Railway Company et al.* September 21, 1910. Refund of \$15.30 on one car of lime from Indian Rock, Va., to Glen Ferris, W. Va., on account of excessive rate.

10579. *W. F. Wincoff v. Louisville and Nashville Railroad Company.* September 21, 1910. Refund of \$6 on one car of potatoes from Stevens Point, Wis., to Birmingham, Ala., on account of excessive rate.

10581. *Pennsylvania Smelting Company v. Chicago and North Western Railway Company*. April 26, 1910. Refund of \$36.59 on shipment of lead ore from Benton, Wis., to Carnegie, Pa., on account of excessive rate.

10582. *American Can Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* October 6, 1910. Waive collection of \$288.90 on two cars of scrap tin from Indianapolis, Ind., to Essen, Germany, on account of excessive rate.

10584. *C. B. Havens and Company v. St. Joseph and Grand Island Railway Company*. May 17, 1910. Refund of \$15.31 on shipment of coal from Mineral, Kans., to Carleton, Nebr., on account of excessive rate.

10585. *American Milling Company v. Illinois Central Railroad Company et al.* September 13, 1910. Refund of \$27.80 on shipment of oat screenings from Kankakee, Ill., to Owensboro, Ky., on account of excessive rate.

10586. *General Electric Company v. New York Central and Hudson River Railroad Company et al.* July 1, 1910. Refund of \$84.56 on one car of electrical machinery from Lynn, Mass., to New York, N. Y., on account of excessive rate.

10589. *Parton & Gallagher Company v. Chicago, Burlington and Quincy Railroad Company et al.* June 22, 1910. Refund of \$143.76 on one car of dried fruit from Fresno, Cal., to Crawford, Nebr., on account of excessive rate.

10590. *C. L. Cummings v. Southern Pacific Company*. November 18, 1910. Refund of \$13.60 on two cars of cattle from Casa Grande, Ariz., to Tombstone, Ariz., on account of excessive rate.

10596. *Boyle Commission Company v. St. Louis Southwestern Railway Company of Texas et al.* September 15, 1910. Refund of \$12.71 on one car of potatoes from Firth, Idaho, to Tyler, Tex., on account of excessive rate.

10601. *Ansonia and Derby Ice Corporation v. New York, New Haven and Hartford Railroad Company*. May 10, 1910. Refund of \$471.47 on 19 cars of ice from West Stockbridge, Mass., to New London and Danbury, Conn., on account of excessive rate.

10605. *H. L. Griffin Company v. Oregon Short Line Railroad Company et al.* June 6, 1910. Refund of \$29.90 on one car of melons from Sandia, Tex., to Pocatello, Idaho, on account of excessive rate.

10606. *M. D. Schircliff v. Illinois Central Railroad Company et al.* June 3, 1910. Refund of \$60.77 on two shipments of apples from Stithton and Tip Top, Ky., to Cincinnati, Ohio, on account of excessive rate.

10609. *D. B. Martin and Company v. Atlantic Coast Line Railroad Company*. June 18, 1910. Refund of \$8.80 on one car of fertilizer from Norfolk, Va., to Petersburg, Va., on account of misrouting.

10610. *Jacksonville Lumber Company v. Atlantic Coast Line Railroad Company*. July 16, 1910. Refund of \$98.72 on one car of rails from Burcol, S. C., to Jacksonville, Fla., on account of excessive rate.

10613. *Salzer Mill Company v. Northern Pacific Railway Company et al.* October 18, 1910. Refund of \$35.35 on one car of lumber from Everett, Wash., to Ellendale, N. Dak., on account of excessive rate.

10614. *Robert Billington v. Atlantic Coast Line Railroad Company*. June 4, 1910. Refund of \$170.98 on five shipments of cottonseed from Trenton, Fla., to Savannah, Ga., on account of excessive rate.

10616. *Gulf Refining Company v. Southern Railway Company*. October 3, 1910. Refund of \$41.25 on three shipments of oil from Jacksonville, Fla., to Greenwood, Anderson, and Greenville, S. C., on account of excessive rate.

10617. *Jenson Produce Company v. Wells Fargo and Company*. October 10, 1910. Refund of \$154.08 on one car of dressed poultry from Newton, Kans., to Salt Lake City, Utah, on account of excessive rate.

10618. *Geo. E. Turner v. St. Louis and San Francisco Railroad Company et al.* October 25, 1910. Refund of \$27.72 on one car of corn from South Haven, Kans., to Springfield, Mo., on account of excessive rate.

10620. *Mark Manufacturing Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* September 30, 1910. Refund of \$100.98 on one car of wrought-iron pipe from Zanesville, Ohio, to Egan, La., on account of excessive rate.

10621. *Muskogee Wholesale Grocery Company v. Missouri, Kansas and Texas Railway Company et al.* May 4, 1910. Refund of \$19.50 on one car of rice from Bay City, Tex., to Muskogee, Okla., on account of excessive rate.

10623. *Wilford Wood v. Erie Railroad Company.* June 14, 1910. Refund of \$27.06 on one car of manure from Brooklyn, N. Y., to Mountainville, N. Y., on account of excessive rate.

10624. *Z. T. Jones v. Mobile and Ohio Railroad Company et al.* November 10, 1910. Refund of \$33.35 on one car of emigrant outfit from Shuqualak, Miss., to Overt, Miss., on account of excessive rate.

10630. *Victor Cushwa and Sons v. Western Maryland Railroad Company et al.* August 3, 1910. Refund of \$44.29 on one car of brick from Williamsport, Md., to Shepherdstown, W. Va., on account of excessive rate.

10631. *Victor Cushwa and Sons v. Western Maryland Railroad Company et al.* October 4, 1910. Refund of \$179.72 on four cars of brick from Williamsport, Md., to Boyce, Va., on account of excessive rate.

10633. *Milton Flory v. Delaware, Lackawanna and Western Railroad Company.* June 2, 1910. Refund of \$7.89 on one car of wheat from Washington, N. J., to Bangor, Pa., on account of excessive rate.

10635. *Manufacturers Storage and Warehouse Company v. New York, New Haven and Hartford Railroad Company.* June 23, 1910. Refund of \$59.76 on two cars of wool from Hartford, Conn., to Lawrence, Mass., on account of excessive rate.

10636. *Campbell White Lime Company v. Missouri Pacific Railway Company et al.* August 3, 1910. Refund of \$149.85 on four cars of lime from Woolridge, Mo., to Fort Russell, Wyo., on account of excessive rate.

10638. *Roddis Lumber and Veneer Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* September 29, 1910. Refund of \$19.61 on shipment of built-up wood from Marshfield, Wis., to Louisville, Ky., on account of excessive rate.

10639. *Theo. G. Empie v. Atlantic Coast Line Railroad Company.* May 25, 1910. Refund of \$48.87 on five shipments of telephone poles from Parkersburg, N. C., to Emporia, Va., on account of excessive rate.

10640. *Hyde Lumber Company v. Illinois Central Railroad Company.* August 12, 1910. Refund of \$20.58 on shipment of lumber from Millington, Tenn., to South Bend, Ind., on account of excessive rate.

10644. *Wood-Curtis Company v. Southern Pacific Company.* August 18, 1910. Refund of \$138.67 on one car of potatoes from McMinnville, Oreg., to Kennett, Cal., on account of excessive rate.

10645. *Jos. Kehrer v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* May 24, 1910. Refund of \$28.88 on shipment of cement from Mason City, Iowa, to Sauter, Minn., on account of excessive rate.

10646. *John F. Horr v. Atlantic Coast Line Railroad Company.* October 25, 1910. Refund of \$56.87 on shipment of pineapples from Fort Myers, Fla., to Pittsburg, Pa., on account of excessive rate.

10647. *Postum Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* June 15, 1910. Refund of \$24.15 and waive collection of \$37.35 on one car of Post toasties from Battle Creek, Mich., to El Reno, Okla., on account of excessive rate.

10648. *Redding Feed Company v. Southern Pacific Company.* August 19, 1910. Refund of \$191.75 and waive collection of \$3.53 on two cars of potatoes from Mount Angel, Oreg., to Redding, Cal., on account of excessive rate.

10649. *Ennis-Brown Company v. Southern Pacific Company.* July 28, 1910. Refund of \$118.25 on one car of onions from Sherwood, Oreg., to Redding, Cal., on account of excessive rate.

10650. *Ennis-Brown Company v. Southern Pacific Company.* July 30, 1910. Refund of \$107.25 on one car of potatoes from Sherwood, Oreg., to Dunsmuir, Cal., on account of excessive rate.

10651. *Eagle Milling Company v. Southern Pacific Company.* July 2, 1910. Refund of \$29.75 on one car of barley from Tucson, Ariz., to Taltec, Ariz., on account of excessive rate.

10653. *National Enameling and Stamping Company v. Missouri, Kansas and Texas Railway Company et al.* May 21, 1910. Refund of \$35.01 on one car of sheet iron from St. Louis, Mo., to Sherman, Tex., on account of excessive rate.

10655. *United Box Board and Paper Company v. Wabash Railroad Company et al.* May 13, 1910. Refund of \$8.24 on two shipments of strawboard from Wabash, Ind., to Freeport, Ill., on account of excessive rate.

10658. *Bernard and Casey v. Southern Pacific Company.* July 7, 1910. Waive collection of \$84 on shipment of barley from Yuba City, Cal., to Ashland, Oreg., on account of excessive rate.

10659. *McCormick Sachtzer Company v. Southern Pacific Company.* July 25, 1910. Refund of \$115.38 on shipment of onions from Sherwood, Oreg., to Redding, Cal., on account of excessive rate.

10660. *Sterling Salt Company v. Atchison, Topeka and Santa Fe Railway Company et al.* September 21, 1910. Refund of \$26.16 on shipment of bulk salt from Sterling, Kans., to Sioux City, Iowa, on account of excessive rate.

10661. *Hutchinson, Kansas, Salt Company v. Atchison, Topeka and Santa Fe Railway Company et al.* September 21, 1910. Refund of \$576 on shipment of bulk salt from Hutchinson, Kans., to Sioux City, Iowa, on account of excessive rate.

10662. *W. S. Kerr and M. Sparks v. Colorado and Southern Railway Company et al.* June 22, 1910. Refund of \$169.86 on three cars of coal from Koehler and Preston, N. Mex., to Folsom, N. Mex., on account of excessive rate.

10664. *C. E. Stubbs v. Great Northern Express Company et al.* September 27, 1910. Refund of \$150 on one car of horses from New York, N. Y., to Oakesdale, Wash., on account of excessive rate.

10665. *Warwick Iron and Steel Company v. Philadelphia and Reading Railway Company et al.* November 7, 1910. Refund of \$63.46 on 10 cars of pig iron from Pottstown, Pa., to various points.

10668. *Ohio Oil Company v. Indianapolis Southern Railroad Company et al.* October 1, 1910. Refund of \$46.62 on 14 cars of crude oil from Stoy, Ill., to various Indiana points, on account of excessive rate.

10670. *Texas Seed and Floral Company et al. v. Texas and Pacific Railway Company et al.* June 20, 1910. Refund of \$427.50 on shipment of onion sets from Westminster, Cal., to Dallas, Tex., on account of excessive rate.

10672. *Wyoming Cattle Company v. Duluth, South Shore and Atlantic Railway Company et al.* September 27, 1910. Refund of \$16.90 on one car of cattle from South St. Paul, Minn., to Matchwood, Mich., on account of excessive rate.

10673. *Western Tie and Timber Company v. St. Louis and San Francisco Railroad Company et al.* July 1, 1910. Refund of \$9 on one car of oak piling from Risco, Mo., to Galesburg, Ill., on account of excessive switching charges.

10674. *C. C. Waggoner and Brother v. Nashville, Chattanooga and St. Louis Railway Company et al.* September 24, 1910. Refund of \$46.19 on shipment of whisky from Tullahoma, Tenn., to Louisville, Ky., on account of excessive rate.

10681. *California Spray-Chemical Company v. Southern Pacific Company et al.* October 25, 1910. Refund of \$223.11 on shipment of steel lead kegs and machinery from Toledo, Ohio, to Watsonville, Cal., on account of excessive rate.

10682. *Albion Lumber Company v. Southern Pacific Company.* May 12, 1910. Refund of \$56.80 on three cars of lumber from Albion, Cal., to Kansas City, Mo., on account of excessive rate.

10683. *James Dodd v. Oregon Short Line Railroad Company.* September 22, 1910. Refund of \$158 and waive collection of \$22 on 10 cars of cattle from Nampa, Idaho, to Monida, Mont., on account of excessive rate.

10684. *Ash Grove Lime and Portland Cement Company v. Chicago, Burlington and Quincy Railroad Company et al.* April 30, 1910. Refund of \$9.50 on one car of cement from Chanute, Kans., to Cuba, Kans., on account of excessive rate.

10685. *Sherwin-Williams Company v. Baltimore and Ohio Railroad Company.* June 20, 1910. Refund of \$135.70 on 24 shipments of oil cake from Cleveland, Ohio, to Baltimore, Md., on account of excessive rate.

10686. *Sherwin-Williams Company v. Baltimore and Ohio Railroad Company et al.* October 18, 1910. Refund of \$22.63 on four shipments of oil cake from Cleveland, Ohio, to Philadelphia, Pa., on account of excessive rate.

10687. *Fredenburg and Lounsbury v. Baltimore and Ohio Railroad Company et al.* May 12, 1910. Refund of \$12.10 on shipment of enameled brick from Mount Savage, Md., to New York, N. Y., on account of excessive rate.

10688. *C. Ruehle v. Illinois Central Railroad Company.* July 21, 1910. Refund of \$174.60 on six cars of plaster and stucco from Fort Dodge, Iowa, to Kankakee, Ill., on account of excessive rate.

10690. *M. J. Grove Lime Company v. Northern Central Railway Company et al.* September 26, 1910. Refund of \$43.72 on two cars of lime from Frederick, Md., to Westover, Md., on account of excessive rate.

10692. *A. P. Thompson v. Baltimore and Ohio Railroad Company.* May 19, 1910. Waive collection of \$98.23 on four cars of ice from Winchester, Va., to Summit Point, W. Va., on account of excessive rate.

10697. *Denver Gas and Electric Company v. Chicago, Burlington and Quincy Railroad Company et al.* May 16, 1910. Refund of \$32.02 on three cars of building paper from Vandalia, Ill., to Denver, Colo., on account of excessive rate.

10702. *Shreveport Syrup and Molasses Company v. Illinois Central Railroad Company et al.* July 29, 1910. Refund of \$52.20 on one car of sugar and molasses from New Orleans, La., to Lonoke, Ark., on account of excessive rate.

10713. *J. J. Rumbarger v. Southern Railway Company et al.* July 21, 1910. Refund of \$24.25 on one car of lumber from Marshall, N. C., to Philadelphia, Pa., on account of excessive rate.

10714. *H. F. Watson Company v. New York Central and Hudson River Railroad Company et al.* July 25, 1910. Refund of \$36 on nine cars of rags from Hoboken, N. J., to Erie, Pa., on account of excessive rate.

10718. *Bozeman Milling Company v. Northern Pacific Railway Company et al.* November 10, 1910. Refund of \$602.70 on two shipments of flour from Bozeman, Mont., to Stockton and Sacramento, Cal., on account of excessive rate.

10720. *Acme Cement Plaster Company v. Union Pacific Railroad Company et al.* August 23, 1910. Refund of \$90 on one car of plaster from Laramie, Wyo., to Elko, Nev., on account of excessive rate.

10722. *Chicago Lumber Company v. Union Pacific Railroad Company et al.* July 5, 1910. Waive collection of \$13.54 on one car of coal from Benton, Ill., to St. Paul, Nebr., on account of excessive weight.

10730. *James Lumber Company v. Seaboard Air Line Railway et al.* October 14, 1910. Refund of \$49.70 on one car of lumber from Durham, N. C., to Burkeville, Va., on account of excessive rate.

10744. *Central Mills v. Louisville and Nashville Railroad Company et al.* October 27, 1910. Refund of \$20.53 on one car of cotton-mill sweepings from Sylacauga, Ala., to Atlanta, Ga., on account of excessive rate.

10746. *Summers and McIntosh v. Southern Pacific Company.* September 22, 1910. Refund of \$2.70 and waive collection of \$8.30 on one car of cattle from Laws, Cal., to Sodaville, Cal., on account of excessive rate.

10748. *Carl Munter v. Southern Pacific Company.* July 25, 1910. Refund of \$83.88 on one car of potatoes from Lebanon, Oreg., to Anderson, Cal., on account of excessive rate.

10750. *Henry Levy v. Southern Pacific Company.* September 21, 1910. Waive collection of \$463.15 on five cars of cattle from Laws, Cal., to San Francisco, Cal., on account of excessive rate.

10778. *J. B. Pilkington v. Southern Pacific Company.* May 17, 1910. Waive collection of \$19.78 undercharge on shipment of peach pits from Chico, Cal., to Portland, Oreg., on account of excessive rate.

10779. *Jno. E. O'Brien v. Southern Railway Company et al.* September 30, 1910. Refund of \$98.22 on two cars of marble from Luttrell, Tenn., to Chicago, Ill., on account of excessive rate.

10781. *C. B. Havens and Company v. Chicago, Burlington and Quincy Railroad Company et al.* May 10, 1910. Refund of \$11.46 on one car of coal from Frontenac, Kans., to Ingleside, Nebr., on account of excessive rate.

10782. *Pacific Lumber Company v. Atchison, Topeka and Santa Fe Railway Company et al.* June 3, 1910. Refund of \$45.62 on three shipments of lumber from Oakland, East Oakland, and San Francisco, Cal., to Chanute and Wichita, Kans., on account of excessive rate.

10783. *Dawing Company v. Atlantic Coast Line Railroad Company et al.* July 16, 1910. Refund of \$10.50 on one car of casks from Brunswick, Ga., to Fanlew, Fla., on account of excessive rate.

10784. *Bradford-Kennedy Lumber Company v. Spokane and Inland Empire Railroad Company.* June 15, 1910. Refund of \$9.44 on shipment of lumber from Coeur d'Alene, Idaho, to Wausau, Wis., on account of excessive rate.

10789. *Castner Electrolytic Alkali Company v. Lehigh Valley Railroad Company et al.* September 13, 1910. Refund of \$48.60 on seven shipments of bleaching powder from Niagara Falls, N. Y., to Willsboro, N. Y., on account of excessive rate.

10790. *Elk Tanning Company v. Southern Railway Company et al.* July 21, 1910. Refund of \$5.82 on shipment of dry bark extract from Chattanooga, Tenn., to Leetonia, Pa., on account of excessive rate.

10791. *Louisville Packing Company v. Southern Railway Company.* May 12, 1910. Refund of \$21.25 on shipment of dry salted meat from Louisville, Ky., to Petros, Tenn., on account of excessive rate.

10792. *D. Hanks v. Southern Pacific Company et al.* September 30, 1910. Refund of \$75.68 on one car of bucks from Hanford, Cal., to El Paso, Tex., on account of excessive rate.

10795. *Garnett-Corey Hardware Company v. Southern Pacific Company.* September 9, 1910. Refund of \$154.44 on one car of oil from Oleum, Cal., to Medford, Oreg., on account of excessive rate.

10797. *Valley Tie and Timber Company v. Seaboard Air Line Railway.* September 15, 1910. Refund of \$140 on 21 cars of cross-ties from various North Carolina points to Portsmouth, Va., on account of excessive demurrage.

10798. *Pacific Coast Borax Company v. Tonopah and Tidewater Railroad Company et al.* November 29, 1910. Refund of \$481.53 on two shipments of borax from Coaldale, Nev., to Oakland, Cal., on account of excessive rate.

10799. *Pacific Coast Borax Company v. Tonopah and Goldfield Railroad Company et al.* September 22, 1910. Refund of \$519.14 on shipment of borax from Coaldale, Nev., to Oakdale, Cal., on account of excessive rate.

10807. *J. C. Hubinger Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 18, 1910. Refund of \$163.67 on 23 cars of glucose and corn sirup from Keokuk, Iowa, to Louisville, Ky., on account of excessive rate.

10809. *McCord-Brady Company v. Chicago, Burlington and Quincy Railroad Company et al.* June 16, 1910. Refund of \$72.40 on one car of canned fruit from Oakland, Cal., to Lead, S. Dak., on account of excessive rate.

10811. *Palace Grocery Company v. El Paso and Southwestern System.* June 20, 1910. Refund of \$45.50 on one car of potatoes and onions from Stockton, Cal., to Bisbee, Ariz., on account of excessive rate.

10818. *J. E. Soper Company v. Seaboard Air Line Railway et al.* July 1, 1910. Refund of \$224 on seven shipments of cottonseed meal from Dawson, Ga., to various Massachusetts and Rhode Island points on account of excessive rate.

10819. *Jungk and Fabian v. Southern Pacific Company et al.* November 12, 1910. Refund of \$709.62 on 19 shipments of dried fruit from Armosa and Fresno, Cal., to Salt Lake City, Ogden, and Provo, Utah, on account of excessive rate.

10820. *Jos. Schlitz Brewing Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* October 28, 1910. Refund of \$137.23 on one car of beer packages from Globe, Ariz., to Milwaukee, Wis., on account of excessive rate.

10821. *B. E. Watkins v. Georgia Northern Railway Company et al.* June 23, 1910. Refund of \$22.50 on one car of watermelons from Boston, Ga., to Jersey City, N. J., on account of excessive rate.

10824. *Wm. Bryce Building Company v. Missouri, Kansas and Texas Railway Company et al.* May 27, 1910. Refund of \$85.50 on three cars of cement from Ada, Okla., to Fort Worth, Tex., on account of excessive rate.

10836. *The Parker and Young Company v. Boston and Maine Railroad Company.* June 15, 1910. Refund of \$340.77 on 26 cars of lumber from Barton, Vt., to Lisbon, N. H., on account of excessive rate.

10838. *F. Leyland and Company, Limited, v. Boston and Albany Railroad Company et al.* August 18, 1910. Refund of \$9.80 on one car of onions from Alton, N. Y., to Boston, Mass., on account of excessive rate.

10839. *Warren and Company v. Boston and Albany Railroad Company et al.* August 18, 1910. Refund of \$10.93 on one car of onions from Alton, N. Y., to East Boston, Mass., for export, on account of excessive rate.

10840. *Warren and Company v. Boston and Albany Railroad Company et al.* August 18, 1910. Refund of \$9.98 on one car of onions from Williamson, N. Y., to East Boston, Mass., for export, on account of excessive rate.

10841. *F. Leyland and Company, Limited, v. Boston and Albany Railroad Company et al.* August 18, 1910. Refund of \$371.76 on 37 cars of onions from Williamson, N. Y., to East Boston, Mass., for export, on account of excessive rate.

10845. *Wood-Davis Hardware Company v. Denver and Rio Grande Railroad Company.* June 25, 1910. Refund of \$17.46 on two cars of powder from Louviers, Colo., to Santa Fe, N. Mex., on account of excessive rate.

10855. *H. O. Swenson v. Chicago, Burlington and Quincy Railroad Company.* June 23, 1910. Refund of \$8.32 on one car of household goods from McCook, Nebr., to Alliance, Nebr., on account of excessive rate.

10858. *American Agricultural Chemical Company v. Bangor and Aroostook Railroad Company.* September 30, 1910. Refund of \$25.36 on shipment of nitrate of soda from Searsport, Me., to Mystic Wharf, Mass., on account of excessive rate.

10862. *Perry Commission Company, Incorporated, et al. v. Oregon and Washington Railroad Company.* August 19, 1910. Refund of \$25.20 on one car of onions from Cornelius, Oreg., to Tacoma, Wash., on account of excessive rate.

10863. *G. C. Getchell v. Chicago, Burlington and Quincy Railroad Company.* June 18, 1910. Refund of \$225.39 on five cars of mine props from Berne, etc., S. Dak., to Cambria, Wyo., on account of excessive rate.

10864. *The Germain Company v. New York Central and Hudson River Railroad Company et al.* July 13, 1910. Refund of \$42.78 on shipment of ties from Weehawken, N. J., to Glens Falls, N. Y., on account of excessive rate.

10865. *J. H. Plank v. Chicago, Burlington and Quincy Railroad Company.* October 21, 1910. Refund of \$6.60 on shipment of wheat from Wray, Colo., to Alliance, Nebr., on account of excessive rate.

10868. *Plymouth Cordage Company v. New York, New Haven and Hartford Railroad Company et al.* October 5, 1910. Refund of \$12 on shipment of binders' twine from North Plymouth, Mass., to Shawville, Quebec, on account of excessive rate.

10869. *Melvin and Peterson v. Buffalo, Rochester and Pittsburgh Railway Company et al.* October 1, 1910. Refund of \$22.51 on shipment of brick from Bradford, Pa., to Little Valley, N. Y., on account of excessive rate.

10871. *L. B. McCoun Company v. Chicago and North Western Railway Company.* May 17, 1910. Refund of \$4.50 and waive collection of \$4.50 undercharge on one car of cement plaster from Laramie, Wyo., to Burke, S. Dak., on account of excessive rate.

10873. *Thornilly Brothers v. Southern Pacific Company et al.* August 8, 1910. Refund of \$86 on four cars of celery from Smeltzer and Wintersburg, Cal., to Pittsburg, Pa., on account of excessive rate.

10875. *W. F. Kearns Company v. Boston and Maine Railroad Company et al.* June 23, 1910. Refund of \$387 on five cars of crushed stone from Salem, Mass., to Bath, Me., on account of excessive rate.

10880. *Verinazen Brothers v. Chicago, Burlington and Quincy Railroad Company et al.* October 25, 1910. Refund of \$11 on one car of coal from Springfield, Ill., to Beck, Iowa, on account of excessive rate.

10881. *Reno Grocer Company v. Union Pacific Railroad Company et al.* July 1, 1910. Refund of \$75.06 on one car of canned corn from Blair, Nebr., to Reno, Nev., on account of excessive rate.

10885. *Pine Bluffs Elevator Company v. Union Pacific Railroad Company et al.* July 8, 1910. Refund of \$115.50 on one car of millet seed from Pine Bluffs, Wyo., to Minneapolis, Minn., on account of excessive rate.

10890. *Gulf States Brick Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* July 28, 1910. Refund of \$157.29 on shipment of brick from Loeb, Tex., to Napoleonville, La., on account of excessive rate.

10891. *United Verde Copper Company v. Santa Fe, Prescott and Phoenix Railway Company et al.* September 13, 1910. Refund of \$190.32 on 18 cars of mining timbers from various points to Jerome, Ariz., on account of excessive rate.

10892. *Santa Maria Mine v. Santa Fe, Prescott and Phoenix Railway Company et al.* May 28, 1910. Refund of \$30.90 on shipment of lumber from Williams, Ariz., to Hillside, Ariz., on account of excessive rate.

10893. *Bessemer Gas Engine Company v. Atchison, Topeka and Santa Fe Railway Company et al.* June 6, 1910. Refund of \$42 on one car of engine and parts from Grove City, Pa., to Bartlesville, Okla., on account of excessive rate.

10895. *Beatrice Creamery Company et al. v. Chicago, Rock Island and Pacific Railway Company.* September 22, 1910. Refund of \$15.97 on seven shipments of butter from Des Moines, Iowa, to Boston, Mass., etc., on account of excessive rate.

10897. *Memphis Furniture Manufacturing Company v. Illinois Central Railroad Company.* June 28, 1910. Refund of \$15.60 on one car of furniture from Rockford, Ill., to Memphis, Tenn., on account of excessive rate.

10898. *Chas. E. Hires Company v. Southern Pacific Company et al.* October 18, 1910. Refund of \$241.72 on one car of root-beer sirup from Philadelphia, Pa., to Denver, Colo., on account of excessive rate.

10899. *Petroleum Iron Works v. Atchison, Topeka and Santa Fe Railway Company et al.* September 21, 1910. Refund of \$6.64 on one car of steel plate from Sharon, Pa., to Tulsa, Okla., on account of excessive rate.

10900. *Western Soap Company v. Great Northern Railway Company et al.* May 26, 1910. Refund of \$46.80 on shipment of cocoanut oil from San Francisco, Cal., to Spokane, Wash., on account of excessive rate.

10901. *W. B. Fonda Company v. Central Vermont Railway Company et al.* June 2, 1910. Refund of \$162.26 on 15 cars of lime from Swanton Junction, Vt., to Cumberland Mills, Me., on account of excessive rate.

10905. *Worcester Coal Company v. New York, New Haven and Hartford Railroad Company et al.* October 7, 1910. Waive collection of \$53.88 on two cars of coal from Penn Mine, Md., to Worcester, Mass., on account of excessive rate.

10906. *A. G. Park et al. v. Erie Railroad Company.* June 27, 1910. Refund of \$166.08 on shipments of buckwheat from Forestville, Dayton, Cattaraugus, and Sheridan, N. Y., to New York, N. Y., on account of excessive rate.

10909. *Chehalis Fir Door Company v. Northern Pacific Railway Company et al.* June 2, 1910. Refund of \$178.22 on one car of doors from Chehalis, Wash., to Billings, Mont., on account of excessive rate.

10910. *A. J. Mitchell v. Chicago, Rock Island and Pacific Railway Company et al.* June 22, 1910. Refund of \$32.40 on one car of apples from Augusta, Kans., to Pond Creek, Okla., on account of excessive rate.

10912. *Chickamauga Fertilizer Works v. Southern Railway Company et al.* May 19, 1910. Refund of \$6.12 on one car of fertilizer from McCarty, Tenn., to Speedwell, Va., on account of excessive rate.

10919. *Baugh and Sons Company v. Northern Central Railway Company.* May 31, 1910. Refund of \$28.68 on two cars of phosphate rock from Baltimore, Md., to Seitzland, Pa., on account of excessive rate.

10920. *L. G. Graff and Son v. Pennsylvania Railroad Company et al.* May 26, 1910. Refund of \$102.12 on five cars of wheat from New Holland, etc., Pa., to Richmond, Va., on account of excessive rate.

10921. *General Chemical Company v. New York Central and Hudson River Railroad Company.* May 17, 1910. Refund of \$3.60 on shipment of nitrate of soda from Tompkinsville, N. Y., to Syracuse, N. Y., on account of excessive rate.

10922. *Frank Simpson Fruit Company v. Southern Pacific Company et al.* June 22, 1910. Refund of \$20.26 on two cars of coconuts and bananas from New Orleans, La., to Los Angeles, Cal., on account of excessive rate.

10923. *Cochrane Grain Company v. Illinois Central Railroad Company.* July 21, 1910. Refund of \$25.20 on one car of wheat from East St. Louis, Ill., to Sharon, Tenn., on account of excessive minimum.

10930. *E. Rauh and Sons Company v. Chicago, Peoria and Western Railway Company et al.* October 25, 1910. Refund of \$9.49 on one car of hides, skins, etc., from Peoria, Ill., to Indianapolis, Ind., on account of excessive rate.

10932. *Nebraska Bridge Supply and Lumber Company v. Nashville, Chattanooga and St. Louis Railway et al.* November 4, 1910. Refund of \$30 on one car of fence posts from Mercury, Ala., to St. Louis, Mo., reconsigned to Alliance, Nebr., on account of excessive rate.

10933. *Clark Coal and Coke Company v. Chicago, Rock Island and Pacific Railway Company.* August 5, 1910. Refund of \$15.45 on one car of coal from Sesser, Ill., to Davenport, Iowa, on account of excessive rate.

10942. *E. P. Stacy and Sons v. Mobile and Ohio Railroad Company et al.* June 21, 1910. Refund of \$5.90 on one car of tomatoes from Humboldt, Tenn., to Minneapolis, Minn., on account of excessive rate.

10943. *East St. Louis Cotton Oil Company v. St. Louis and San Francisco Railroad Company.* July 25, 1910. Refund of \$150.40 on one car of cottonseed from Hayward, Okla., to St. Louis, Mo., on account of excessive rate.

10947. *Holley Baker Lumber Company v. St. Louis Southwestern Railway Company.* September 27, 1910. Refund of \$230.94 on 10 cars of lumber from Hyman, Mo., to Thebes, Ill., on account of excessive rate.

10948. *B. Johnson and Sons v. St. Louis Southwestern Railway Company.* October 13, 1910. Refund of \$96.68 on five cars of ties from Como, Mo., to Marion, Ill., on account of excessive rate.

10950. *Greenwood Grocery Company v. Indianapolis Southern Railroad Company et al.* June 15, 1910. Refund of \$69.22 on 15 shipments of hay from Wheeler and Lis, Ill., to Greenwood, Miss., on account of excessive rate.

10951. *Buelow and Neilson v. Atchison, Topeka and Santa Fe Railway Company et al.* October 5, 1910. Refund of \$2.25 on shipment of cotton/piece goods from Waxahatchie, Tex., to Stillwater, Okla., on account of excessive rate.

10952. *Summers-Parrott Hardware Company v. Carolina, Clinchfield and Ohio Railway Company.* September 13, 1910. Refund of \$83.97 on two cars of iron pipe from Youngstown, Ohio, to Johnson City, Tenn., on account of excessive rate.

10953. *M. E. Leming v. Rock Island Lines et al.* May 14, 1910. Refund of \$17.96 on one car of lumber from Cape Girardeau, Mo., to South Omaha, Nebr., on account of excessive rate.

10964. *Armour and Company v. Yazoo and Mississippi Valley Railroad Company et al.* July 30, 1910. Refund of \$177.35 on two cars of packing-house products from Fort Worth, Tex., to Yazoo City, Miss., on account of excessive rate.

10965. *H. F. Watson Company v. New York Central and Hudson River Railroad Company et al.* July 30, 1910. Refund of \$50.89 on 10 cars of rags from New York, N. Y., to Erie, Pa., on account of excessive rate.

10966. *H. F. Watson Company v. New York Central and Hudson River Railroad Company et al.* August 26, 1910. Refund of \$21.47 on five cars of rags from Hoboken, N. J., to Erie, Pa., on account of excessive rate.

10967. *Town Creek Railroad and Lumber Company v. Atlantic Coast Line Railroad Company.* June 14, 1910. Refund of \$73.80 on shipment of railroad spikes from Pinners Point, Va., to Navassa, N. C., on account of excessive rate.

10968. *E. P. Flowers and Company v. Atlantic Coast Line Railroad Company.* June 23, 1910. Refund of \$29.28 on two shipments of shingles from Donaldsonville, Ga., to Montgomery, Ala., on account of excessive rate.

10970. *Geo. T. Rose v. Pennsylvania Railroad Company et al.* July 19, 1910. Refund of \$15.39 on one car of cement from New Village, N. J., to Refton, Pa., on account of excessive rate.

10971. *John Riggles v. Philadelphia, Baltimore and Washington Railroad Company.* September 16, 1910. Refund of \$9.11 on one car of cord wood from Seabrooke, Md., to Washington, D. C., on account of excessive rate.

10976. *Russell Grain Company v. Missouri, Kansas and Texas Railway Company.* August 23, 1910. Waive collection of \$18.14 on two cars of corn from Kansas City, Mo., to Rocheport, Mo., on account of excessive rate.

10980. *J. R. Kregar v. Union Pacific Railroad Company et al.* June 4, 1910. Refund of \$10 on one car of oil meal from Red Wing, Minn., to Milford, Kans., on account of excessive rate.

10983. *I. Loeb, Agent, v. Illinois Central Railroad Company.* May 31, 1910. Payment of \$83.65 on shipment of cotton from Hazlehurst, Miss., to New Orleans, La., on account of excessive rate.

10984. *Whiting Manufacturing Company v. Norfolk and Western Railway Company et al.* November 23, 1910. Refund of \$13.39 on shipment of lumber from Laureldale, Va., to South Charleston, W. Va., on account of excessive rate.

10985. *The Texas Company v. International and Great Northern Railway Company et al.* August 19, 1910. Refund of \$91.20 on two cars of oil storage tanks from Niles, Ohio, to Taylor, Tex., on account of excessive rate.

10987. *Jno. B. Ranson and Company v. Chicago, Rock Island and Pacific Railway Company.* August 3, 1910. Refund of \$11.25 on one car of lumber from West Nashville, Tenn., to Oklahoma City, Okla., on account of excessive rate.

10989. *Desert Power and Mill Company v. Tonopah and Goldfield Railroad Company et al.* November 12, 1910. Refund of \$74.55 on one car of cyanide of potash from Perth Amboy, N. J., to Millers, Nev., on account of excessive rate.

10995. *Baker and Hamilton v. Atchison, Topeka and Santa Fe Railway Company et al.* November 14, 1910. Refund of \$75.15 on shipment of bicycle steel wheel rims from Utica, N. Y., to San Francisco, Cal., on account of excessive rate.

10996. *J. B. Clow and Sons v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* October 8, 1910. Refund of \$4.31 on one car of cast iron pipe from Newcomerstown, Ohio, to Boonville, Mo., on account of excessive rate.

10998. *J. H. Turner v. Atchison, Topeka and Santa Fe Railway Company.* June 3, 1910. Refund of \$8.83 on shipment of hay from Virgil, Kans., to Las Animas, Colo., on account of excessive rate.

11000. *Dodge City Mill and Elevator Company v. Atchison, Topeka and Santa Fe Railway Company.* September 15, 1910. Refund of \$22.04 on shipment of grain products from Dodge City, Kans., to Manzanola, Colo., on account of excessive rate.

11001. *C. A. Wood v. Atchison, Topeka and Santa Fe Railway Company.* June 18, 1910. Refund of \$121.45 on shipment of apples from Canton, Kans., to La Junta, Colo., on account of excessive rate.

11002. *M. J. Ellis v. Atchison, Topeka and Santa Fe Railway Company.* July 2, 1910. Refund of \$80 on shipment of emigrant outfit from Girard, Kans., to Manzanola, Colo., on account of excessive rate.

11004. *J. W. Borton and W. D. Borton v. Atchison, Topeka and Santa Fe Railway Company.* June 23, 1910. Refund of \$196.12 on shipments of emigrant movables from Madison and Hilltop, Kans., to Lamar, Colo., on account of excessive rate.

11005. *Moses Brothers Mill and Elevator Company v. Atchison, Topeka and Santa Fe Railway Company.* August 20, 1910. Refund of \$28.56 on shipment of flour and meal from Great Bend, Kans., to Las Animas, Colo., on account of excessive rate.

11007. *Dawson Produce Company v. Atchison, Topeka and Santa Fe Railway Company.* June 23, 1910. Refund of \$63.89 on three cars of potatoes from Floyd, Mo., to Oklahoma City, Okla., on account of excessive rate.

11008. *Pressey-Tanner Company v. Atchison, Topeka and Santa Fe Railway Company et al.* November 10, 1910. Refund of \$45.20 on shipment of celery from Pueblo, Colo., to Springfield, Mo., on account of excessive rate.

11009. *Moses Brothers Mill and Elevator Company v. Atchison, Topeka and Santa Fe Railway Company.* July 23, 1910. Refund of \$15.06 on shipment of flour and feed from Great Bend, Kans., to Fowler, Colo., on account of excessive rate.

11010. *Moses Brothers Mill and Elevator Company v. Atchison, Topeka and Santa Fe Railway Company.* September 29, 1910. Refund of \$34.59 on shipment of flour and feed from Great Bend, Kans., to Holly, Colo., on account of excessive rate.

11011. *Moses Brothers Mill and Elevator Company v. Atchison, Topeka and Santa Fe Railway Company.* August 8, 1910. Refund of \$40.16 on shipment of flour, bran, and meal from Great Bend, Kans., to La Junta, Colo., on account of excessive rate.

11012. *Moses Brothers Mill and Elevator Company v. Atchison, Topeka and Santa Fe Railway Company.* July 23, 1910. Refund of \$16.42 on shipment of flour and feed from Great Bend, Kans., to Rocky Ford, Colo., on account of excessive rate.

11013. *Adam Meder v. Atchison, Topeka and Santa Fe Railway Company.* June 18, 1910. Refund of \$61 on shipment of emigrant outfit from Topeka, Kans., to Hartman, Colo., on account of excessive rate.

11014. *Pressey-Tanner Company v. Atchison, Topeka and Santa Fe Railway Company.* September 26, 1910. Refund of \$15.52 on shipment of potatoes from Shawnee, Okla., to Holly, Colo., on account of excessive rate.

11016. *Geo. Secular v. Atchison, Topeka and Santa Fe Railway Company et al.* July 14, 1910. Refund of \$213.91 on six shipments of corn and oats from Oakdale, Loretto, and Elgin, Nebr., to Timpas, Colo., on account of excessive rate.

11017. *Barteldes Seed Company v. Atchison, Topeka and Santa Fe Railway et al.* September 21, 1910. Refund of \$30.26 and waive collection of \$562.39 on two shipments of alfalfa seed from Tempe and Phoenix, Ariz., to Lawrence, Kans., on account of excessive rate.

11022. *W. H. Dowlen and Son v. Gulf, Colorado and Santa Fe Railway Company.* September 30, 1910. Refund of \$25.94 on one car of corn from Paoli, Okla., to Copperas, Tex., on account of excessive rate.

11023. *Nara Visa Lumber Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 25, 1910. Refund of \$99.45 on one car of fence posts from Asher, Okla., to Nara Visa, N. Mex., on account of excessive rate.

11025. *Southern Fruit Company et al. v. Atlantic Coast Line Railroad Company.* September 21, 1910. Refund of \$154.76 on two cars of oranges from Arcadia, Fla., to Charleston, S. C., on account of excessive rate.

11026. *Nicola, Stone and Myers Company v. Lehigh Valley Railroad Company et al.* July 1, 1910. Refund of \$88.57 on 16 cars of lumber from Brooklyn, N. Y., to Cleveland, Ohio, on account of excessive rate.

11027. *Chas. M. Betts and Company v. Atlantic Coast Line Railroad Company.* June 22, 1910. Refund of \$11.92 on shipment of lumber from Betts Mill, S. C., to Misenheimer Springs, N. C., on account of excessive rate.

11031. *Jos. Gagnon v. Napierville Junction Railway Company et al.* October 24, 1910. Refund of \$34.76 on four cars of straw from Napierville, Quebec, to Plattsburg, N. Y., on account of excessive rate.

11032. *Southern Shuttle and Bobbin Company v. Southern Railway Company et al.* November 10, 1910. Refund of \$120.55 on one car of shuttle blocks from Franklin, N. C., to Norfolk, Va., on account of excessive rate.

11033. *Great Western Cereal Company v. Elgin, Joliet and Eastern Railway Company et al.* June 15, 1910. Refund of \$12 on shipment of molasses feed from Joliet, Ill., to Harmarville, Pa., on account of excessive rate.

11034. *Gladding McBean and Company v. Southern Pacific Company et al.* July 25, 1910. Refund of \$118.43 on one car of terra cotta from Lincoln, Cal., to Phoenix, Ariz., on account of excessive rate.

11035. *Wittenberg Warehouse Company v. Tonopah and Goldfield Railroad Company et al.* November 9, 1910. Refund of \$21.93 on three cars of coal from Scofield, Utah, to Tonopah, Nev., on account of excessive rate.

11036. *Helvetia Copper Company v. Southern Pacific Company.* June 15, 1910. Refund of \$922.74 on two cars of ore from Vail, Ariz., to Lordsburg, N. Mex., on account of excessive rate.

11037. *Henderson-Longton Company v. Southern Pacific Company.* June 28, 1910. Refund of \$86.64 on one car of potatoes from Hubbard, Oreg., to Redding, Cal., on account of excessive rate.

11039. *I. H. Kent Company v. Southern Pacific Company.* September 21, 1910. Refund of \$102.71 on one car of sugar from San Francisco, Cal., to Fallon, Nev., on account of excessive rate.

11040. *Bassett Furniture Company v. Norfolk and Western Railway Company et al.* June 22, 1910. Refund of \$152.46 on seven cars of lumber from Waiteville, W. Va., to Bassett, Va., on account of excessive rate.

11044. *Garrett and Company v. Atlantic Coast Line Railroad Company.* September 23, 1910. Refund of \$32.56 on shipment of grape wash from Enfield, N. C., to Norfolk, Va., on account of excessive rate.

11045. *Stuart Lumber Company v. Atlantic Coast Line Railroad Company.* August 18, 1910. Refund of \$15.54 on shipment of lumber from Brinson, Ga., to Montgomery, Ala., on account of excessive rate.

11046. *Wellbrock Brothers v. Atlantic Coast Line Railroad Company et al.* July 22, 1910. Refund of \$15.28 on one car of oranges from Buckingham, Fla., to Charleston, S. C., on account of excessive rate.

11048. *Alabama Lumber Company v. Atlantic Coast Line Railroad Company.* September 24, 1910. Refund of \$14.70 on shipment of shingles from Donaldsonville, Ga., to Montgomery, Ala., on account of excessive rate.

11049. *The Downing Company v. Atlantic Coast Line Railroad Company.* June 16, 1910. Refund of \$23.09 on shipments of rosin and turpentine from Troy, Ala., to Brunswick, Ga., on account of excessive rate.

11050. *Atlantic Cooperage Company v. Atlantic Coast Line Railroad Company.* June 18, 1910. Refund of \$21.22 on one car of staves from Savannah, Ga., to Jacksonville, Fla., on account of excessive rate.

11051. *Great Eastern Clay Company v. Central Railroad Company of New Jersey et al.* June 14, 1910. Refund of \$107.10 on 10 cars of clay conduits from Miltons Siding, N. J., to Hamilton, Ontario, on account of excessive rate.

11053. *Cottingham Grain Company v. Southern Railway Company et al.* August 3, 1910. Refund of \$18 on one car of wheat from St. Louis, Mo., to Dillsboro, N. C., on account of excessive rate.

11054. *E. T. Gregorie v. Central Railroad Company of New Jersey et al.* October 29, 1910. Refund of \$5.36 on one car of household goods from Newark, N. J., to Charleston, S. C., on account of excessive rate.

11057. *Lesser-Goldman Cotton Company v. Chicago, Rock Island and Pacific Railway Company et al.* June 22, 1910. Refund of \$103.18 on 200 bales of cotton from Little Rock, Ark., to Huntsville, Ala., on account of excessive rate.

11060. *Gennett Lumber Company v. Southern Railway Company et al.* September 30, 1910. Refund of \$57.42 on one car of lumber from Walhalla, S. C., to Atlanta, Ga., on account of excessive rate.

11064. *Real and Evans v. Chicago, Burlington and Quincy Railroad Company.* July 26, 1910. Refund of \$40.90 on three cars of shelled corn from Grafton, Nebr., to St. Francis, Kans., on account of excessive rate.

11065. *C. C. Taft Company v. Chicago, Burlington and Quincy Railroad Company et al.* August 12, 1910. Refund of \$34.68 on one car of pears from Grand Junction, Colo., to Des Moines, Iowa, on account of excessive rate.

11066. *Redwood Manufacturers Company v. Atchison, Topeka and Santa Fe Railway Company.* June 23, 1910. Refund of \$4,292.49 on shipments of lumber from various points to various points, on account of excessive rate.

11072. *Chas. E. Perkins v. Adams Express Company et al.* October 18, 1910. Refund of \$425 on shipment of horses from Burlington, Iowa, to Santa Barbara, Cal., on account of excessive rate.

11078. *Central Leather Company v. Pennsylvania Railroad Company et al.* July 1, 1910. Refund of \$145.52 on 13 cars of leaf bark from Everett, Pa., to Cumberland, Md., on account of excessive rate.

11083. *Hale Halsell Grocery Company v. Missouri, Kansas and Texas Railway Company et al.* October 13, 1910. Refund of \$76.19 on three cars of sugar from Sugar Land, Tex., to McAlester, Okla., on account of excessive rate.

11085. *Gayoso Lumber Company v. Illinois Central Railroad Company et al.* November 22, 1910. Refund of \$21.59 on one car of lumber from Gayoso Spur, Miss., to Chicago, Ill., on account of excessive rate.

11088. *Parkersburg Rig and Reel Company v. St. Louis and San Francisco Railroad Company et al.* June 24, 1910. Refund of \$42.55 on shipment of foundry rig irons from Parkersburg, W. Va., to Tulsa, Okla., on account of excessive rate.

11103. *Somers and Company v. Southern Pacific Company.* June 23, 1910. Refund of \$120.40 on one car of hay from Biggs, Cal., to Battle Mountain, Nev., on account of excessive rate.

11106. *M. Rumely and Company v. Lake Shore and Michigan Southern Railway Company et al.* August 16, 1910. Refund of \$13.60 on one traction engine from La Porte, Ind., to Durand, Ill., on account of excessive rate.

11107. *Geo. H. Sidwell Company v. Illinois Central Railroad Company.* June 3, 1910. Refund of \$2 on one car of oats from Irene, Ill., to Indiana Harbor, Ind., on account of nonabsorption of switching charges.

11110. *Wasmer Fruit Company v. Chicago and North Western Railway Company et al.* June 19, 1910. Refund of \$29.37 on one car of potatoes from Kansas City, Mo., to Rapid City, S. Dak., on account of excessive rate.

11111. *Des Moines Bridge and Iron Works v. Chicago, Burlington and Quincy Railroad Company et al.* August 18, 1910. Refund of \$158.04 on two cars of structural steel from Pittsburg, Pa., to Scottsbluff, Nebr., on account of excessive rate.

11112. *Whitall-Tatum Company v. West Jersey and Seashore Railroad Company et al.* June 18, 1910. Refund of \$6.62 on one car of bottles from Millville, N. J., to Boston, Mass., on account of excessive rate.

11113. *Hutchins and Hyatt Company v. Chicago, Burlington and Quincy Railroad Company et al.* July 21, 1910. Refund of \$20.35 on one car of wood from Castle, Mo., to Beatrice, Nebr., on account of excessive rate.

11114. *Miller Fertilizer Company v. Baltimore Steam Packet Company et al.* September 13, 1910. Refund of \$24.50 on shipment of fertilizer from Baltimore, Md., to Windsor, N. C., on account of excessive rate.

11116. *Frick-Reid Supply Company v. Missouri, Kansas and Texas Railway Company et al.* October 29, 1910. Refund of \$28.95 on one car of oil-well supplies from Cumminsville, Ohio, to Bartlesville, Okla., on account of excessive rate.

11117. *J. F. Stout v. Oregon Short Line Railroad Company et al.* October 21, 1910. Refund of \$156.20 on one car of smudge oil from Florence, Colo., to Glens Ferry, Idaho, on account of excessive rate.

11118. *S. G. Rickwood v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company et al.* July 16, 1910. Refund of \$4.08 on shipment of household goods from Bloomington, Ill., to Evansville, Ind., on account of larger car being furnished than ordered.

11119. *Pendleton Grain Company v. Southern Railway Company et al.* August 3, 1910. Refund of \$89.40 on five cars of wheat from East St. Louis, Ill., to points in North Carolina, on account of excessive rate.

11120. *Baltimore Pulverizing Company v. Baltimore and Ohio Railroad Company et al.* October 13, 1910. Refund of \$6.30 on shipment of crushed oyster shells from Baltimore, Md., to Moravia, N. Y., on account of excessive rate.

11121. *Glaize and Brother v. Baltimore and Ohio Railroad Company.* June 25, 1910. Refund of \$45.18 on two shipments of sand from Brunswick, Md., to Charlestown, W. Va., on account of excessive rate.

11122. *Geo. B. Carpenter and Company v. Baltimore and Ohio Railroad Company.* October 3, 1910. Refund of \$15.91 on shipment of old sails from Philadelphia, Pa., to Chicago, Ill., on account of excessive rate.

11123. *Georgia Cotton Company v. Atlantic Coast Line Railroad Company.* June 29, 1910. Refund of \$105.13 on six shipments of cotton from Monticello, Fla., to Savannah, Ga., compressed at Thomasville, Ga., on account of excessive rate.

11124. *Baugh and Sons Company v. Atlantic Coast Line Railroad Company.* July 19, 1910. Refund of \$12.37 on one car of fertilizer from Wilmington, N. C., to Lides Siding, S. C., on account of excessive rate.

11126. *Bowers-White Lumber Company v. Atlantic Coast Line Railroad Company.* September 8, 1910. Refund of \$164.54 on 19 shipments of lumber from Tutrell, N. C., to Norfolk, Va., on account of excessive rate.

11129. *S. Oteri and Company v. Mobile and Ohio Railroad Company.* October 29, 1910. Waive collection of \$426 on three cars of bananas from New Orleans, La., to Birmingham, Ala., diverted in transit, on account of excessive rate.

11132. *Weed Lumber Company v. Southern Pacific Company et al.* June 25, 1910. Refund of \$558.87 on 24 cars of lumber from Weed, Cal., to various points, on account of excessive rate.

11137. *Alpha Portland Cement Company v. Delaware, Lackawanna and Western Railroad Company et al.* November 12, 1910. Refund of \$6.46 on two cars of cement from Martins Creek, Pa., to Flushing and Ozone Park, N. Y., on account of excessive rate.

11138. *Good Luck Mills v. Southern Railway Company et al.* August 4, 1910. Refund of \$1.50 on two cars of mill feed from St. Louis, Mo., to Charlotte and Gastonia, N. C., on account of excessive rate.

11139. *Webster Grain Company v. Southern Railway Company et al.* October 8, 1910. Refund of \$16.80 on shipment of corn from East St. Louis, Ill., to Asheville, N. C., on account of excessive rate.

11140. *Bartlett Commission Company v. Southern Railway Company.* August 3, 1910. Refund of \$9.60 on shipment of oats from St. Louis, Mo., to Easley, S. C., on account of excessive rate.

11141. *Bartlett Commission Company v. Southern Railway Company.* August 3, 1910. Refund of \$12 on shipment of oats from St. Louis, Mo., to Sumter, S. C., on account of excessive rate.

11142. *Swift and Company v. Chicago, Rock Island and Pacific Railway Company et al.* November 23, 1910. Refund of \$133.54 on shipment of stucco plaster from Chicago, Ill., to Douglas, Ariz., on account of excessive rate.

11145. *National Drain Tile Company v. Vandalia Railroad Company et al.* October 25, 1910. Refund of \$213.71 on 52 cars of drain tile from Macksville, Ind., to various Illinois points, on account of excessive rate.

11147. *Anchor Broom Company v. St. Louis and San Francisco Railroad Company.* July 2, 1910. Refund of \$67.03 on shipment of broom corn from Fairview, Okla., to Springfield, Mo., on account of excessive rate.

11151. *Diamond Match Company v. Chicago and North Western Railway Company et al.* June 3, 1910. Refund of \$44.12 on one car of matches from Oshkosh, Wis., to Keokuk, Iowa, on account of excessive rate.

11152. *Anchor Broom Company v. Kansas City, Mexico and Orient Railway Company et al.* August 9, 1910. Refund of \$73.31 on one car of broom corn from Fairview, Okla., to Springfield, Mo., on account of excessive rate.

11153. *Owensboro Wheel Company v. Southern Railway Company et al.* July 21, 1910. Refund of \$57.95 on shipment of spokes from Crab Orchard, Tenn., to Owensboro, Ky., on account of excessive rate.

11160. *D. S. Denehey v. Southern Pacific Company et al.* August 20, 1910. Refund of \$13.60 on one car of wagons from Kenosha, Wis., to Cedarville, Cal., on account of excessive rate.

11161. *Benton County Hardware Company v. Kansas City Southern Railway Company et al.* November 22, 1910. Refund of \$37.20 on one car of ammunition from East Alton, Ill., to Rogers, Ark., on account of excessive rate.

11165. *St. Louis Grain Company v. Southern Railway Company et al.* September 23, 1910. Refund of \$15.43 on one car of corn from East St. Louis, Ill., to Waynesville, N. C., on account of excessive rate.

11168. *American Steel and Wire Company v. Toledo, St. Louis and Western Railroad Company et al.* November 15, 1910. Refund of \$12.50 on shipments of spelter from St. Louis, Mo., to Allentown, Pa., on account of excessive rate.

11169. *Louis Erb v. St. Louis and San Francisco Railroad Company.* July 6, 1910. Refund of \$24 on shipment of cider from Cedar Gap, Mo., to Memphis, Tenn., on account of excessive rate.

11172. *Southern California Hardwood Manufacturing Company v. Union Pacific Railroad Company.* August 3, 1910. Refund of \$28.80 on one car of wall beds from Los Angeles, Cal., to Denver, Colo., on account of larger car being furnished than ordered.

11173. *Gamble-Robinson Commission Company v. Minneapolis and St. Louis Railroad Company et al.* October 4, 1910. Refund of \$2.47 on shipment of watermelons from Valdosta, Ga., to St. Paul, Minn., on account of excessive rate.

11174. *Gamble-Robinson Commission Company v. Minneapolis and St. Louis Railroad Company et al.* October 4, 1910. Refund of \$2.80 on shipment of watermelons from Atlanta, Ga., to Minneapolis, Minn., on account of excessive rate.

11176. *Standard Oil Company v. Atchison, Topeka and Santa Fe Railway Company.* November 19, 1910. Refund of \$170 on shipment of slag from South Bethlehem, Pa., to Richmond, Cal., on account of excessive rate.

11177. *Standard Oil Company v. Atchison, Topeka and Santa Fe Railway Company.* November 19, 1910. Refund of \$1,991.51 on shipment of slag from South Bethlehem, Pa., to Richmond, Cal., on account of excessive rate.

11179. *Standard Oil Company v. Atchison, Topeka and Santa Fe Railway Company et al.* November 18, 1910. Refund of \$1,593.73 on four shipments of slag from South Bethlehem, Pa., to Richmond, Cal., on account of excessive rate.

11180. *Waco Sash and Door Company v. Texas Central Railroad Company.* September 21, 1910. Refund of \$7.48 on one car of lumber from Albuquerque, N. Mex., to Waco, Tex., on account of excessive rate.

11182. *Acme Cement Plaster Company v. Southern Pacific Company et al.* August 13, 1910. Refund of \$82 on one car of lath from Poplar Bluffs, Mo., to Los Angeles, Cal., on account of excessive rate.

11185. *Jos. Joseph Brothers Company v. Central Railroad Company of New Jersey et al.* November 12, 1910. Refund of \$23.22 on four cars of scrap iron from Jersey City, N. J., to Pottsville, Pa., on account of excessive minimum.

11188. *New Haven Nurseries v. Missouri Pacific Railway Company et al.* July 7, 1910. Refund of \$20.45 on shipment of trees from Altamont, Kans., to New Haven, Mo., on account of excessive rate.

11190. *Goldsboro Furniture Company v. Atlantic Coast Line Railroad Company.* August 22, 1910. Refund of \$6.97 on six shipments of veneer from Emporia, Va., to Goldsboro, N. C., on account of excessive rate.

11192. *C. Bart and Company v. Atlantic Coast Line Railroad Company.* September 13, 1910. Refund of \$126 on shipment of oranges from Sparlin, Fla., to Charleston, S. C., on account of excessive rate.

11195. *Joel Turney and Company v. Chicago, Burlington and Quincy Railroad Company et al.* July 26, 1910. Refund of \$5.61 on shipment of farm wagons from Fairfield, Iowa, to Russell, Kans., on account of excessive rate.

11196. *Curtis Brothers and Company v. Southern Pacific Company.* September 22, 1910. Refund of \$1,155.55 on shipments of lumber from various points to Clinton, Iowa, on account of excessive rate.

11197. *Jamestown Worsted Mills Company v. Erie Railroad Company et al.* November 19, 1910. Refund of \$23.32 on four shipments of wool from Bloomdale and Flushing, Ohio, to Jamestown, N. Y., on account of excessive rate.

11198. *National Refining Company v. Atchison, Topeka and Santa Fe Railway Company et al.* September 21, 1910. Refund of \$14.04 on two shipments of lubricating oil from Coffeyville, Kans., to Springfield, Ill., on account of excessive rate.

11199. *Nuremberg Powder Company v. Lehigh Valley Railroad Company.* October 13, 1910. Refund of \$47.48 on three shipments of nitrate of soda from New York, N. Y., to Tomhicken, Pa., on account of excessive rate.

11200. *Standard Oil Company v. Southern Pacific Company et al.* October 6, 1910. Refund of \$519.32 on three shipments of slag from South Bethlehem, Pa., to Richmond, Cal., on account of excessive rate.

11202. *B. Devitt v. Southern Railway Company et al.* July 30, 1910. Refund of \$91 on shipment of cottonseed meal from Liberty, S. C., to Columbus, N. J., on account of excessive rate.

11203. *Allen and Munson v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company.* September 23, 1910. Waive collection of \$10.32 on one car of wheat from Union City, Ind., to Cincinnati, Ohio, on account of excessive minimum.

11209. *T. Rousalt v. Atchison, Topeka and Santa Fe Railway Company.* June 16, 1910. Refund of \$52.51 on two shipments of alfalfa seed from Lamar, Colo., to Las Cruces, N. Mex., on account of excessive rate.

11213. *American Tobacco Company v. Kanawha Dispatch Routes.* November 10, 1910. Refund of \$69.36 on three shipments of licorice mass from Baltimore, Md., to Middletown, Ohio, on account of excessive rate.

11218. *W. P. Bottom v. Atchison, Topeka and Santa Fe Railway Company.* June 28, 1910. Refund of \$3.60 on one car of potatoes from Floyd, Mo., to Kansas City, Mo., on account of excessive rate.

11219. *Okmulgee Implement and Manufacturing Company v. Southern Railway Company et al.* October 29, 1910. Refund of \$157.64 on three shipments of pig iron from Rome, Ga., and Birmingham, Ala., to Okmulgee, Okla., on account of excessive rate.

11224. *Updike Grain Company v. Chicago and North Western Railway Company.* July 19, 1910. Refund of \$6.42 on shipment of hogs from Gray, Ind., to South Omaha Stock Yards, Nebr., on account of double-deck car being furnished instead of single-deck.

11225. *Swift and Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.* July 7, 1910. Refund of \$15 on two cars of dry glue from Chicago, Ill., to Hamilton, Ohio, on account of excessive rate.

11231. *York Valley Lime Company v. Northern Central Railway Company.* September 21, 1910. Refund of \$32.80 on four cars of chemical lime from Campbell, Pa., to Corbett and Monkton, Md., on account of excessive rate.

11233. *Pillow Brothers v. Southern Pacific Company.* June 22, 1910. Refund of \$7.45 and waive collection of \$68.15 on one car of hay from Lovelock, Nev., to Richmond, Cal., on account of excessive weight.

11234. *F. G. Bancroft v. Southern Pacific Company.* July 28, 1910. Waive collection of \$36.96 on two cars of hay from Cole, Cal., to Medford, Oreg., on account of excessive rate.

11241. *Rice and Whaley Company v. Grand Trunk Railway System.* August 13, 1910. Refund of \$102.78 on 10 cars of live stock from various points to East Buffalo, N. Y., on account of excessive rate.

11242. *Langdon, McCarthy and Huddleston v. Grand Trunk Railway System et al.* August 13, 1910. Refund of \$11.60 on shipment of live stock from Shepardsville, Mich., to East Buffalo, N. Y., on account of excessive rate.

11243. *Windsor Brothers v. Grand Trunk Railway System et al.* August 13, 1910. Refund of \$184.89 on 20 cars of live stock from various points to East Buffalo, N. Y., on account of excessive rate.

11244. *Sadler, Rorick and Company v. Grand Trunk Railway System et al.* August 13, 1910. Refund of \$250.97 on 26 cars of live stock from various points to East Buffalo, N. Y., on account of excessive rate.

11245. *Williamson Commission Company v. Grand Trunk Railway System et al.* August 13, 1910. Refund of \$102.65 on 12 cars of live stock from various points to East Buffalo, N. Y., on account of excessive rate.

11246. *J. L. Bement and Company v. Grand Trunk Railway System et al.* August 13, 1910. Refund of \$90.41 on 11 cars of live stock from various points to East Buffalo, N. Y., on account of excessive rate.

11247. *Swope, Hughes, Waltz and Benstead Commission Company v. Grand Trunk Railway System et al.* August 13, 1910. Refund of \$36.80 on five cars of live stock from Fenton and Bellevue, Mich., to East Buffalo, N. Y., on account of excessive rate.

11248. *Dunning and Stevens v. Grand Trunk Railway System et al.* August 10, 1910. Refund of \$132.48 on 13 cars of live stock from various points to East Buffalo, N. Y., on account of excessive rate.

11249. *Anheuser-Busch Brewing Association v. Atchison, Topeka and Santa Fe Railway Company.* August 3, 1910. Refund of \$97.61 and waive collection of \$112.64 on four cars of empty beer packages from Deming, N. Mex., to St. Louis, Mo., on account of excessive rate.

11255. *Corn Planter Oil Company v. Chicago Great Western Railroad Company et al.* September 21, 1910. Waive collection of \$47.64 on shipment of oil from Chelsea, Okla., to Minneapolis, Minn., on account of excessive rate.

11258. *Pacific Fruit and Produce Company v. Northern Pacific Railway Company et al.* July 26, 1910. Refund of \$12.59 on two cars of potatoes from Stockton, Cal., to Tacoma, Wash., on account of excessive rate.

11259. *Detroit Copper Mining Company v. El Paso and Southwestern System et al.* September 29, 1910. Refund of \$58.60 on shipment of coal from Gallup, N. Mex., to Morenci, Ariz., on account of excessive rate.

11260. *Anheuser-Busch Brewing Association v. Mobile and Ohio Railroad Company et al.* July 7, 1910. Refund of \$54.20 on shipment of beer from St. Louis, Mo., to Delta Point, La., on account of excessive rate.

11261. *Ogden Pressed Brick and Tile Company v. Oregon Short Line Railroad Company.* September 24, 1910. Refund of \$346.04 on shipment of brick from Harrisville, Utah, to Burley, Idaho, on account of excessive rate.

11262. *Coffeyville Vitrified Brick and Tile Company v. Missouri Pacific Railway Company et al.* July 26, 1910. Refund of \$65.45 on three shipments of brick from Independence, Kans., to Minden, La., on account of excessive rate.

11264. *Mat Galles v. Lake Shore and Michigan Southern Railway Company et al.* October 29, 1910. Refund of \$21.50 on shipment of automobiles from Ligonier, Ind., to Port Washington, Wis., on account of excessive rate.

11266. *Wood Curtis Company v. Southern Pacific Company.* June 25, 1910. Refund of \$33.81 on two cars of melons from Dinuba, Cal., to Reno, Nev., on account of excessive rate.

11267. *J. B. Pilkington v. Southern Pacific Company.* June 23, 1910. Refund of \$23.22 on shipment of peach pits from Chico, Cal., to Portland, Oreg., on account of excessive rate.

11268. *Detroit Copper Mining Company v. El Paso and Southwestern System et al.* July 28, 1910. Refund of \$1,535.49 on 36 cars of coke from Dawson, N. Mex., to Morenci, Ariz., on account of excessive rate.

11269. *G. W. Seay v. Tullalah Falls Railway Company et al.* September 21, 1910. Refund of \$137.40 on shipment of telegraph poles from Otto, N. C., to Atlanta, Ga., on account of excessive rate.

11270. *Pope and Eckhardt Company v. Illinois Central Railroad Company.* August 23, 1910. Refund of \$10.17 on shipment of barley from Quimby, Iowa, to Chicago, Ill., on account of excessive minimum.

11272. *Farmers Elevator Company v. Illinois Central Railroad Company.* June 25, 1910. Refund of \$5.92 on shipment of barley from George, Iowa, to Chicago, Ill., on account of excessive rate.

11273. *Kelly Brothers Grain Company v. St. Louis and San Francisco Railroad Company.* August 15, 1910. Refund of \$32.56 on shipment of corn from Harper, Kans., to Joplin, Mo., on account of excessive rate.

11281. *Fred Dose v. Southern Pacific Company.* June 22, 1910. Refund of \$112.22 on shipment of potatoes from Mount Angel, Oreg., to Red Bluff, Cal., on account of excessive rate.

11282. *A. J. Addington v. Southern Pacific Company.* July 12, 1910. Refund of \$90 on shipment of horses and cattle from Santa Ana, Cal., to Willcox, Ariz., on account of excessive rate.

11284. *Armstrong Grocery Company v. Norfolk Southern Railroad Company et al.* July 7, 1910. Refund of \$5.46 on shipment of sirup from Philadelphia, Pa., to Newbern, N. C., on account of excessive rate.

11285. *C. M. Cotton Company v. Atchison, Topeka and Santa Fe Railway Company.* August 22, 1910. Refund of \$39.90 on shipment of bran from Belen, N. Mex., to Gallup, N. Mex., on account of excessive rate.

11287. *Salida Grange Company v. Southern Pacific Company.* July 14, 1910. Refund of \$305.92 on three cars of hay from Salida, Cal., to Winnemucca, Nev., on account of excessive rate.

11289. *R. H. Coombs v. Southern Pacific Company.* August 15, 1910. Refund of \$222.96 on 16 cars of cattle from Tucson, Ariz., to Whitewater, Cal., on account of excessive rate.

11290. *H. L. Johnson v. Southern Pacific Company.* October 7, 1910. Waive collection of \$107.38 on one car of cattle from Willcox, Ariz., to Imperial, Cal., on account of excessive rate.

11291. *Washburn-Crosby Milling Company v. Baltimore and Ohio Southwestern Railroad Company et al.* November 15, 1910. Refund of \$28 on shipment of shorts from Louisville, Ky., to Salisbury, Md., on account of excessive rate.

11296. *Dibert Stark and Brown Cypress Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* November 3, 1910. Refund of \$2.83 on shipment of lumber and shingles from Donner, La., to Sandoval, Ill., on account of excessive rate.

11297. *O. C. Evans and Company v. Chicago, Rock Island and Pacific Railway Company.* September 22, 1910. Refund of \$9.64 on shipment of spuds from Floyd, Mo., to Lawton, Okla., on account of excessive rate.

11299. *Eagle Milling Company v. Southern Pacific Company.* July 25, 1910. Refund of \$8.87 on one car of barley from Toltec, Ariz., to Tucson, Ariz., on account of excessive rate.

11300. *Standard Lumber Company v. Southern Pacific Company.* November 23, 1910. Refund of \$351.15 on shipments of lumber from Oakdale, Cal., to Eastern points, on account of excessive rate.

11301. *North Branch Milling Company v. Northern Pacific Railway Company et al.* September 13, 1910. Refund of \$7.50 on shipment of flour from North Branch, Minn., to Baltimore, Md., on account of excessive rate.

11302. *Meridian Fertilizer Company v. Houston and Shreveport Railroad Company et al.* November 15, 1910. Refund of \$39.60 on two cars of fertilizer from Shreveport, La., to Frankston, Tex., on account of excessive rate.

11303. *Wellbrock Brothers v. Atlantic Coast Line Railroad Company.* August 9, 1910. Refund of \$44.87 on one car of oranges from Candler, Fla., to Charleston, S. C., on account of excessive rate.

11304. *W. W. Espy v. Atlantic Coast Line Railroad Company.* July 25, 1910. Refund of \$136.92 on shipment of cotton from Monticello, Fla., to Savannah, Ga., on account of excessive rate.

11308. *R. D. Winship and Company v. Chicago, Burlington and Quincy Railroad Company.* September 21, 1910. Refund of \$9.17 on shipment of refuse molasses from Sterling, Colo., to Council Bluffs, Iowa, on account of excessive rate.

11310. *Virginia Manufacturing Company v. Atlantic Coast Line Railroad Company.* July 28, 1910. Refund of \$37.63 on shipment of gum logs from Smith Grade, N. C., to Suffolk, Va., on account of excessive rate.

11314. *New Etna Coal Company v. Nashville, Chattanooga and St. Louis Railway et al.* October 25, 1910. Refund of \$14 on shipment of blacksmith coal from Whiteside, Tenn., to Campbellsville, Ky., on account of excessive rate.

11317. *Salem Glass Works v. West Jersey and Seashore Railroad Company et al.* June 22, 1910. Refund of \$64.61 on three cars of glass bottles from Salem, N. J., to Poland Springs, Me., on account of excessive rate.

11324. *American Coal Company et al. v. Norfolk and Western Railway Company.* June 23, 1910. Refund of \$8,699 and waive collection of \$27,584 on various shipments of coal and coke from mines in Virginia and West Virginia, to Lamberts Point, Va., for transportation by water, on account of excessive demurrage.

11327. *New Etna Coal Company v. Nashville, Chattanooga and St. Louis Railway.* August 3, 1910. Refund of \$11.40 on shipment of coal from Whiteside, Tenn., to Paris, Tex., on account of excessive rate.

11330. *Acme Cement Plaster Company v. Union Pacific Railroad Company et al.* August 8, 1910. Refund of \$48 and waive collection of \$15 on two cars of plaster from Laramie, Wyo., to Herrick, S. Dak., on account of excessive minimum.

11332. *Acme Cement Plaster Company v. Union Pacific Railroad Company et al.* November 18, 1910. Refund of \$15 and waive collection of \$15 on one car of plaster from Laramie, Wyo., to Creighton, Nebr., on account of excessive minimum.

11333. *Acme Cement Plaster Company v. Union Pacific Railroad Company et al.* November 18, 1910. Refund of \$15 and waive collection of \$15 on one car of plaster from Laramie, Wyo., to Lynch, Nebr., on account of excessive minimum.

11337. *Ross Lovelace v. Wichita Falls and Northwestern Railway Company.* July 25, 1910. Refund of \$19.15 on shipment of household goods from Wichita Falls, Tex., to Altus, Okla., on account of excessive rate.

11343. *Maxwell Brothers v. Alabama Great Southern Railroad Company et al.* July 6, 1910. Refund of \$4.76 on shipment of canned salmon from New Orleans, La., to Tuscaloosa, Ala., on account of excessive rate.

11347. *Southern Cotton Oil Company v. Atlantic Coast Line Railroad Company et al.* October 25, 1910. Refund of \$27.60 on shipment of cottonseed from Newsoms, Va., to Rocky Mount, N. C., on account of excessive rate.

11348. *Coffeyville Vitrified Brick and Tile Company v. Atchison, Topeka and Santa Fe Railway Company.* July 1, 1910. Refund of \$168.92 on four cars of iron pipe from Chanute, Kans., to Collinsville, Okla., on account of excessive rate.

11350. *Crombie and Company v. El Paso and Southwestern System et al.* June 25, 1910. Refund of \$60.10 on two shipments of apples from Cedar Hill, N. Mex., to El Paso, Tex., on account of excessive rate.

11353. *The Southern Manufacturing Company v. Atlanta and West Point Railroad Company et al.* November 10, 1910. Refund of \$13.62 on shipment of cotton factory sweepings from La Grange, Ga., to Columbus, Ga., on account of excessive rate.

11355. *McCloud River Lumber Company v. Southern Pacific Company.* July 22, 1910. Refund of \$12,316.99 on shipments of lumber from McCloud, Cal., to various points, on account of excessive rate.

11356. *Iowa Malleable Iron Company v. Chicago, Burlington and Quincy Railroad Company.* July 14, 1910. Waive collection of \$38.51 on shipments of pig iron from South Chicago, Ill., to Fairfield, Iowa, on account of excessive rate.

11357. *Iowa Farming Tool Company v. Pennsylvania Company et al.* November 3, 1910. Refund of \$19.84 on shipment of handle stock from Delphos, Ohio, to Fort Madison, Iowa, on account of excessive rate.

11359. *Mine and Smelter Supply Company v. Chicago, Burlington and Quincy Railroad Company.* July 12, 1910. Refund of \$29.40 on shipment of mining machinery from Denver, Colo., to Gillette, Wyo., on account of excessive rate.

11361. *Cummer-Diggins Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* July 28, 1910. Refund of \$12.09 on one car of flooring from Jennings, Mich., to Rice Lake, Wis., on account of excessive rate.

11362. *S. G. Palmer and Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* September 13, 1910. Refund of \$38.40 on shipment of grapes from Sheridan, N. Y., to Minneapolis, Minn., on account of excessive rate.

11366. *E. A. Tovrea and Company v. Southern Pacific Company.* November 12, 1910. Refund of \$40.80 on six shipments of cattle from Casa Grande, Ariz., to Benson, Ariz., on account of excessive rate.

11367. *Ph. Schneider Brewing Company v. Colorado and Southern Railway Company.* July 21, 1910. Refund of \$45 on shipment of beer from Trinidad, Colo., to Clayton, N. Mex., on account of excessive rate.

11372. *J. W. Troutman v. Atchison, Topeka and Santa Fe Railway Company.* July 25, 1910. Refund of \$168.17 on shipment of apples from Solomon, Kans., to Lamar, Colo., on account of excessive rate.

11374. *Loretz and Kepley v. Atchison, Topeka and Santa Fe Railway Company.* October 7, 1910. Refund of \$49.09 on shipment of cabbage from Santa Rita, N. Mex., to El Paso, Tex., on account of excessive rate.

11376. *M. L. Anderson v. Atchison, Topeka and Santa Fe Railway Company.* July 29, 1910. Refund of \$20.16 on shipment of apples from Manzanola, Colo., to Oklahoma City, Okla., on account of excessive rate.

11377. *J. Rosenbaum v. Chicago, Burlington and Quincy Railroad Company.* September 22, 1910. Refund of \$14.80 on two shipments of scrap iron from Centerville, Iowa, to East Moline, Ill., on account of excessive rate.

11379. *Crombie and Company v. Atchison, Topeka and Santa Fe Railway Company.* June 23, 1910. Refund of \$29.10 on shipment of apples from Cedar Hill, N. Mex., to El Paso, Tex., on account of excessive rate.

11380. *M. C. Johnson et al. v. Atchison, Topeka and Santa Fe Railway Company.* June 25, 1910. Refund of \$102.70 on 15 shipments of hay from Coolidge, Kans., to Pueblo, Colo., on account of larger car being furnished than ordered.

11382. *Orth and Company v. Atchison, Topeka and Santa Fe Railway Company et al.* October 1, 1910. Refund of \$50.40 on shipment of apples from Canon City, Colo., to Oklahoma City, Okla., on account of excessive rate.

11384. *E. F. Sanguinetti v. Southern Pacific Company et al.* September 21, 1910. Refund of \$109.61 on one car of hay from Tempe, Ariz., to Dome, Ariz., on account of excessive rate.

11385. *Pennsylvania Pulverizing Company v. Pennsylvania Railroad Company et al.* July 28, 1910. Refund of \$16.59 on one car of glass sand from Granville, Pa., to Victor, N. Y., on account of excessive rate.

11387. *American Steel and Wire Company v. Chicago, Rock Island and Pacific Railway Company et al.* July 29, 1910. Refund of \$177.99 on shipment of barbed-wire, nails, and staples from Joliet, Ill., to Yuma, Ariz., on account of excessive rate.

11388. *Hoshall and McDonald Brothers v. Morgan's Louisiana and Texas Railroad and Steamship Company.* July 14, 1910. Refund of \$195.97 on 17 cars of lumber from McDonald, La., to New Orleans, La., on account of excessive rate.

11391. *A. F. Jones v. El Paso and Southwestern System et al.* October 10, 1910. Refund of \$194.40 on shipments of stock cattle from Tularosa, N. Mex., to Clements, Kans., on account of excessive rate.

11394. *Salina Mercantile Company v. Gulf, Colorado and Santa Fe Railway Company et al.* November 9, 1910. Waive collection of \$1,604.06 on shipments of oats from Utah points to Forth Worth, Tex., on account of excessive rate.

11396. *E. Reinhart and Company v. Western Pacific Railway Company.* September 27, 1910. Refund of \$29.50 on shipment of flour and cereal from Stockton, Cal., to Winnemucca, Nev., on account of excessive rate.

11412. *International Harvester Company v. Atchison, Topeka and Santa Fe Railway Company et al.* October 3, 1910. Refund of \$6.10 on shipment of implements from Chicago, Ill., to Lathrop, Mo., on account of excessive rate.

11414. *Acme Cement Plaster Company v. Chicago and North Western Railway Company.* September 16, 1910. Refund of \$6 and waive collection of \$30 on shipment of cement plaster from Laramie, Wyo., to Dallas, S. Dak., on account of excessive rate.

11415. *Mt. Vernon Car Manufacturing Company v. Southern Railway Company.* July 26, 1910. Refund of \$93.63 on shipment of lumber from Evansville, Ind., to Mount Vernon, Ill., on account of excessive rate.

11437. *Schuster Brothers v. New York, New Haven and Hartford Railroad Company et al.* October 8, 1910. Refund of \$40.84 on three cars of tobacco from Windsor Locks, Conn., to Milwaukee, Wis., on account of excessive rate.

11442. *Chieftain Publishing Company v. Chicago, Rock Island and Pacific Railway Company et al.* November 12, 1910. Refund of \$91.38 on shipment of printing paper from Cloquet, Minn., to Pueblo, Colo., on account of excessive rate.

11444. *National Oil Company v. Chesapeake Steamship Company et al.* August 22, 1910. Refund of \$3.70 on shipment of oil from Baltimore, Md., to Plymouth, N. C., on account of excessive rate.

11445. *Wise County Brick Company v. Chicago, Rock Island and Gulf Railway Company et al.* August 19, 1910. Refund of \$130.62 and waive collection of \$267.30 on seven shipments of brick from Bridgeport, Tex., to Amarillo, Tex., on account of excessive rate.

11448. *Bangor Slate Manufacturing and Supply Company v. Lehigh Valley Railroad Company.* September 21, 1910. Refund of \$16.56 on two shipments of roofing slate from Slatington, Pa., to Irvington, N. J., on account of excessive rate.

11449. *H. Metzger v. New Orleans and Northeastern Railroad Company et al.* July 29, 1910. Refund of \$7.13 on shipment of scrap iron from Hattiesburg, Miss., to St. Louis, Mo., on account of excessive rate.

11451. *Red C Oil Manufacturing Company v. Chesapeake Steamship Company et al.* July 25, 1910. Refund of \$17.61 and waive collection of \$11.07 undercharge on shipment of coal oil from Baltimore, Md., to Washington, D. C., on account of excessive rate.

11453. *Anheuser-Busch Brewing Association v. Atchison, Topeka and Santa Fe Railway Company et al.* September 21, 1910. Refund of \$234.05 on five cars of beer from St. Louis, Mo., to Lamar and La Junta, Colo., on account of excessive rate.

11455. *Acme Cement Plaster Company v. Union Pacific Railroad Company et al.* November 15, 1910. Refund of \$137.50 and waive collection of \$135 on nine cars of plaster from Laramie, Wyo., to Dallas, S. Dak., on account of excessive rate.

11456. *R. J. Brown v. Southwestern Railway Company et al.* October 24, 1910. Refund of \$143 on shipments of beef cattle from Halsell, Tex., to St. Louis, Mo., on account of excessive rate.

11457. *Cloquet Tie and Post Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* October 29, 1910. Refund of \$362.16 on 51 cars of pulpwood from Mile Post 66, Minn., to Grand Rapids, Wis., on account of excessive minimum.

11460. *Lawther Grain Company v. Texas and Pacific Railway Company.* August 8, 1910. Refund of \$94.35 on shipment of hay from Barbee, Okla., to Dallas, Tex., on account of excessive rate.

11464. *Red River Lumber Company v. Lake Shore and Michigan Southern Railway Company et al.* November 10, 1910. Refund of \$25.24 on two shipments of lumber from Akeley, Minn., to Youngstown, Ohio, on account of excessive rate.

11465. *Fulton Bag and Cotton Mills v. Ocean Steamship Company of Savannah et al.* July 8, 1910. Refund of \$197.12 on shipment of china clay from New York, N. Y., to Atlanta, Ga., on account of excessive rate.

11472. *Samuel Plummer and Company v. Atchison, Topeka and Santa Fe Railway Company.* September 30, 1910. Refund of \$58.58 on shipment of apples from Canon City, Colo., to Tulsa, Okla., on account of excessive rate.

11473. *Randels and Grubb v. Atchison, Topeka and Santa Fe Railway Company.* September 24, 1910. Refund of \$1.20 on shipment of wheat from Wheaton, Okla., to Galveston, Tex., on account of nonallowance for grain doors.

11474. *Atlantic Refining Company v. Baltimore and Ohio Railroad Company.* July 1, 1910. Refund of \$1,161.44 on 43 cars of acid from Philadelphia, Pa., to Curtis Bay, Md., on account of excessive rate.

11476. *The Texas Company v. Texas and Pacific Railway Company et al.* October 18, 1910. Refund of \$1,192.95 on four cars of crude oil from Glen Pool and Lefeler, Okla., to Addis, La., on account of excessive rate.

11479. *Simon Cook Company v. Vandalia Railroad Company et al.* November 18, 1910. Refund of \$5 on shipment of scrap iron from Decatur, Ill., to Sharon, Pa., on account of excessive rate.

11481. *Farmers Oil Mill Company v. Atlantic Coast Line Railroad Company.* October 4, 1910. Refund of \$68.55 on seven cars of cottonseed hulls from Nashville, N. C., to Portsmouth, Va., on account of excessive rate.

11483. *H. R. Leonard et al. v. New York, Philadelphia and Norfolk Railroad Company et al.* September 21, 1910. Refund of \$64.36 on shipments of lumber from Norfolk, Va., to Providence, R. I., on account of excessive rate.

11487. *Burns Fire Brick Company v. Pennsylvania Railroad Company et al.* July 6, 1910. Refund of \$2.79 on shipment of fire brick from Williamsport, Pa., to Framingham, Mass., on account of excessive rate.

11488. *Boyle Commission Company v. San Pedro, Los Angeles and Salt Lake Railroad Company et al.* September 21, 1910. Refund of \$380.02 on shipment of burlap bags from Los Angeles, Cal., to Carbondale, Colo., on account of excessive rate.

11497. *The John Rath Cooperage Company v. Michigan Central Railroad Company.* September 21, 1910. Refund of \$3.64 on shipment of empty kegs from Chicago, Ill., to Buffalo, N. Y., on account of larger car being furnished than ordered.

11499. *M. A. Conrad v. Wells Fargo and Company.* June 29, 1910. Refund of \$3.38 on shipment of raw furs from Winona, Minn., to New York, N. Y., on account of excessive rate.

11500. *Burgess Sulphite Fibre Company v. Boston and Maine Railroad Company et al.* October 4, 1910. Refund of \$6,105.14 on 191 cars of woodpulp from Berlin, N. H., to Cumberland Mills, Me., on account of excessive rate.

11502. *Burns Fire Brick Company v. Pennsylvania Railroad Company et al.* October 3, 1910. Refund of \$6.36 on two shipments of fire brick from Williamsport, Pa., to Branford and Hartford, Conn., on account of excessive rate.

11504. *Kimberly-Clark Company v. Chicago and North Western Railway Company.* August 5, 1910. Refund of \$26.13 on shipment of print paper from Quinnessee, Mich., to Marinette, Wis., on account of excessive rate.

11506. *O. A. Talbott Company v. Chicago, Burlington and Quincy Railroad Company.* August 20, 1910. Refund of \$23.94 on shipment of wheat from Munger's Switch, Mo., to Chicago, Ill., on account of excessive rate.

11508. *Newport Sand Bank Company v. Baltimore and Ohio Southwestern Railroad Company et al.* August 20, 1910. Refund of \$9.54 on shipment of molding sand from Brownstown, Ind., to Maysville, Ky., on account of excessive rate.

11509. *American Woolen Company v. Boston and Maine Railroad Company.* September 30, 1910. Refund of \$42.74 on 12 shipments of wool from Lawrence, Mass., to Enfield and Lebanon, N. H., on account of excessive rate.

11512. *Central Warehouse Lumber Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* September 22, 1910. Refund of \$7.50 and waive collection of \$1.50 on shipment of lumber from Minnesota Transfer, Minn., to Escanaba, Mich., on account of excessive rate.

11514. *Brown and Drais and S. Maples v. Southern Pacific Company.* September 28, 1910. Refund of \$633.55 on shipments of hay from Woodland and Merriitts, Cal., to Palisade and Carlin, Nev., on account of excessive rate.

11517. *Lanyon Zinc Company v. Missouri Pacific Railway Company.* October 3, 1910. Refund of \$103.20 on eight cars of coal from Worland, Mo., to La Harpe, Kans., on account of excessive rate.

11518. *Prime Western Spelter Company v. Missouri Pacific Railway Company.* August 26, 1910. Refund of \$11.55 on shipment of coal from Worland, Mo., to Gas, Kans., on account of excessive rate.

11519. *I. H. Kent Company v. Southern Pacific Company.* August 20, 1910. Refund of \$94.62 on one car of wire fencing, nails, and staples from Sacramento, Cal., to Fallon, Nev., on account of excessive rate.

11520. *Frankel Brothers and Company v. Lake Shore and Michigan Southern Railway Company et al.* July 14, 1910. Refund of \$2.66 on shipment of bags from Fremont, Ohio, to Rochester, N. Y., on account of excessive rate.

11521. *Du Bois and Butler Brick Company v. Pennsylvania Railroad Company et al.* July 16, 1910. Refund of \$46.56 on three cars of brick from Falls Creek, Pa., to South Providence, R. I., and Armory, Mass., on account of excessive rate.

11522. *Azusa Foothill Citrus Association et al. v. Atchison, Topeka and Santa Fe Railway Company.* August 17, 1910. Refund of \$1,973.78 on 28 cars of box shoos from Glendale, Oreg., to Southern California points, on account of excessive rate.

11524. *Yellow Pine Lumber Company v. Nashville, Chattanooga and St. Louis Railway Company.* June 29, 1910. Refund of \$63.11 on shipment of lumber from Guntersville, Ala., to Chattanooga, Tenn., on account of excessive rate.

11525. *Reynoldsville Brick and Tile Company v. Pennsylvania Railroad Company et al.* June 29, 1910. Refund of \$13.20 on shipment of building brick from Reynoldsville, Pa., to Boston, Mass., on account of excessive rate.

11526. *Whitall-Tatum Company v. West Jersey and Seashore Railroad Company et al.* July 12, 1910. Refund of \$37.48 on shipment of bottles from Millville, N. J., to Lowell, Mass., on account of excessive rate.

11527. *J. P. Raine v. Southern Pacific Company.* August 17, 1910. Refund of \$140.92 on shipment of hay from Elston's Spur, Cal., to Palisade, Nev., on account of excessive rate.

11528. *Colorado Iron and Metal Yard Company v. Missouri Pacific Railway Company.* October 19, 1910. Refund of \$91.25 on shipment of scrap iron from Iuka, Kans., to Pueblo, Colo., on account of excessive rate.

11529. *Grasselli Chemical Company v. Chicago, Cincinnati and Louisville Railroad Company et al.* August 19, 1910. Refund of \$12.77 on shipment of muriatic acid from Grasselli, Ind., to Anderson, Ind., on account of excessive rate.

11533. *Banner Buggy Company v. Morgan's Louisiana and Texas Railroad and Steamship Company.* October 1, 1910. Refund of \$64.72 on shipments of vehicles from St. Louis, Mo., to Erath, La., on account of excessive rate.

11534. *Banner Buggy Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* November 18, 1910. Refund of \$43.60 on shipment of vehicles from St. Louis, Mo., to Erath, La., on account of excessive rate.

11535. *Lackawanna Steel Company v. Philadelphia and Reading Railway Company et al.* June 29, 1910. Refund of \$10 on two shipments of pig iron from Donaghmore, Pa., to Readville, Mass., on account of excessive rate.

11538. *Basic Furniture Company v. Norfolk and Western Railway Company et al.* August 17, 1910. Refund of \$336.31 and waive collection of \$16.14 on shipment of lumber from Davisville, Tenn., etc., to Basic, Va., on account of excessive rate.

11542. *Waters Pierce Oil Company v. Kansas City Southern Railway Company et al.* October 25, 1910. Refund of \$31.14 on shipment of petroleum products from Sugar Creek, Mo., to El Reno, Okla., on account of excessive rate.

11544. *J. A. McBurney Lumber Company v. New York Central and Hudson River Railroad Company et al.* November 18, 1910. Refund of \$9.36 on one car of lumber from North Tonawanda, N. Y., to Stewartstown, Pa., on account of excessive rate.

11547. *Armour and Company v. Missouri, Kansas and Texas Railway Company et al.* September 21, 1910. Refund of \$20.54 on shipment of fresh meat from Fort Worth, Tex., to Jackson, Mich., on account of excessive rate.

11551. *Milton Flory v. Delaware, Lackawanna and Western Railroad Company.* August 12, 1910. Refund of \$8.40 on shipment of wheat from Washington, N. J., to Bangor, Pa., on account of excessive rate.

11552. *W. R. Luckett and Company v. Alabama and Vicksburg Railway Company et al.* October 4, 1910. Refund of \$567.06 on three shipments of cotton from Vicksburg, Miss., to Brevard, N. C., on account of excessive rate.

11553. *North Branch Mercantile Company v. Minneapolis and St. Louis Railroad Company et al.* November 12, 1910. Refund of \$35.61 on five shipments of potatoes from North Branch, Minn., to Aberdeen, S. Dak., on account of excessive rate.

11554. *Field and Lawrence v. Rutland Railroad Company et al.* October 17, 1910. Waive collection of \$13.55 on one car of coal from Wyoming region to Bellows Falls, Vt., on account of excessive rate.

11558. *Price Cereal Products Company v. Chicago, Burlington and Quincy Railroad Company et al.* July 12, 1910. Refund of \$16.39 on shipment of rolled oats from Rochelle, Ill., to Oklahoma City, Okla., on account of excessive rate.

11562. *Swift and Company v. Atchison, Topeka and Santa Fe Railway Company.* September 21, 1910. Refund of \$132.79 on two shipments of cottonseed oil from Tulsa, Okla., to Kansas City, Mo., on account of excessive rate.

11566. *B. J. Lomaz v. Southern Pacific Company.* October 4, 1910. Refund of \$99.12 on four cars of horses from Winnemucca, Nev., to Merced, Cal., on account of excessive rate.

11567. *Springfield Paper Company v. Illinois Central Railroad Company.* July 16, 1910. Refund of \$1.11 on shipment of butchers' skewers from Jackson, Tenn., to Springfield, Ill., on account of excessive rate.

11568. *A. L. Wolff and Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 13, 1910. Refund of \$25.82 on shipment of cotton from Chickasha, Okla., to Seattle, Wash., destined to Kobe, Japan, on account of excessive compression charges.

11569. *Acme Cement Plaster Company v. Union Pacific Railroad Company et al.* July 2, 1910. Refund of \$49.60 and waive collection of \$27 on two cars of cement plaster from Laramie, Wyo., to Gregory, S. Dak., on account of excessive rate.

11570. *Acme Cement Plaster Company v. Union Pacific Railroad Company et al.* November 18, 1910. Refund of \$15 on one car of plaster from Laramie, Wyo., to Lynch, Nebr., on account of excessive rate.

11572. *Acme Cement Plaster Company v. Union Pacific Railroad Company et al.* November 18, 1910. Refund of \$30 and waive collection of \$15 on two cars of plaster from Laramie, Wyo., to Fairfax, S. Dak., on account of excessive rate.

11573. *Pennsylvania Smelting Company v. Chicago and North Western Railway Company.* July 19, 1910. Refund of \$6.46 on shipment of lead ore from Livingston, Wis., to Carnegie, Pa., on account of excessive rate.

11574. *Calumet and Arizona Mining Company v. El Paso and Southwestern System.* September 30, 1910. Refund of \$15.32 on shipment of alfalfa hay from Deming, N. Mex., to Douglas, Ariz., on account of excessive rate.

11576. *The Jessup and Moore Paper Company v. Pennsylvania Railroad Company et al.* November 15, 1910. Refund of \$5.11 on 6 cars of clay from Philadelphia, Pa., to Wilmington, Del., on account of excessive rate.

11580. *Brushy Mt. Coal Mines v. Southern Railway Company.* November 18, 1910. Refund of \$164.40 on shipment of coke from Petros, Tenn., to Atlanta, Ga., on account of excessive rate.

11581. *Cotton Oil and Ginning Company v. Atlantic Coast Line Railroad Company.* September 9, 1910. Refund of \$43.02 on 17 shipments of cottonseed hulls from Scotland Neck, N. C., to Portsmouth, Va., on account of excessive rate.

11584. *F. C. Richmond Machinery Company v. Southern Pacific Company et al.* October 28, 1910. Refund of \$1,763.21 on 27 shipments of rails and fastenings from Marshalltown, Iowa, to Wabaska, Minn., on account of excessive rate.

11585. *H. L. Griffin Company v. Southern Pacific Company et al.* November 10, 1910. Refund of \$19.25 on shipment of watermelons from Dinuba, Cal., to Pocatello, Idaho, on account of excessive rate.

11586. *J. M. Stewart v. Illinois Central Railroad Company.* October 25, 1910. Refund of \$28.18 on shipment of lumber from Belmont, Miss., to Jackson, Tenn., on account of excessive rate.

11587. *C. J. Crabtree Produce Company v. Southern Pacific Company et al.* August 8, 1910. Refund of \$15.30 on shipment of potatoes from Irwindale, Cal., to Salt Lake City, Utah, on account of excessive rate.

11589. *Union Springs Fertilizer Company v. Seaboard Air Line Railway et al.* September 9, 1910. Refund of \$113.07 on 37 cars of fertilizer from Columbus, Ga., to Union Springs, Ala., on account of excessive rate.

11591. *J. C. Farnchon and Company v. Chicago, Rock Island and Pacific Railway Company.* August 8, 1910. Refund of \$20 on shipment of potatoes from Floyd, Mo., to McAlester, Okla., on account of excessive rate.

11595. *Chattanooga Medicine Company v. Central of Georgia Railway Company.* August 12, 1910. Refund of \$25.20 on three shipments of turpentine from Carrollton, Ga., to Chattanooga, Tenn., on account of excessive rate.

11596. *New Orleans Acid and Fertilizer Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* September 30, 1910. Refund of \$1,384.72 on 40 cars of acid fertilizer from Gretna, La., to Houston, Tex., on account of excessive rate.

11597. *Sterling Manufacturing Company v. Illinois Central Railroad Company et al.* August 8, 1910. Refund of \$12.48 on shipment of agricultural implements from Rock Falls, Ill., to Cherokee, Iowa, on account of excessive rate.

11604. *Aurora Milling Company v. Chicago, Burlington and Quincy Railroad Company.* July 27, 1910. Refund of \$26.52 on one car of flour and meal from Aurora, Nebr., to Torrington, Wyo., on account of excessive rate.

11605. *Union Roofing and Manufacturing Company v. Illinois Central Railroad Company.* August 8, 1910. Refund of \$21 on shipment of building and roofing paper from Vandalia, Ill., to Atlanta, Ga., on account of excessive rate.

11607. *Lee Broom and Duster Company v. Chicago, Burlington and Quincy Railroad Company et al.* July 26, 1910. Refund of \$95.60 on two shipments of brooms from Lincoln, Nebr., to Portland, Oreg., on account of excessive rate.

11608. *W. W. Hite and Company v. Central Railroad Company of New Jersey et al.* October 24, 1910. Refund of \$15.01 on two shipments of oakum from Jersey City, N. J., to Louisville, Ky., on account of excessive rate.

11609. *Peach Growers Association v. Colorado Midland Railway Company et al.* October 13, 1910. Refund of \$75.68 on shipment of peaches from Palisade, Colo., to Lincoln, Nebr., on account of excessive rate.

11613. *U. S. Gypsum Company v. St. Louis and San Francisco Railroad Company et al.* November 18, 1910. Refund of \$132 on shipment of cement plaster from Eldorado, Okla., to San Antonio, Tex., on account of excessive rate.

11616. *J. F. Kilburn v. Southern Pacific Company.* July 14, 1910. Refund of \$1,709.68 on 14 cars of range cattle from Aden, N. Mex., to Willcox, Ariz., on account of excessive rate.

11621. *Verdi Lumber Company v. Southern Pacific Company.* August 3, 1910. Refund of \$104.70 on shipment of box shooks from Verdi, Nev., to Brookhurst, Cal., on account of excessive rate.

11623. *H. H. Porter and Son v. Atlantic Coast Line Railroad Company et al.* September 27, 1910. Refund of \$96.05 on shipment of watermelons from Ridgeland, S. C., to New York and Philadelphia on account of excessive rate.

11626. *Fred R. Carpenter v. Wells Fargo and Company.* November 10, 1910. Refund of \$122.50 on shipment of strawberries from Los Angeles, Cal., to Colorado Springs, Colo., on account of excessive rate.

11627. *New England Furniture and Carpet Company v. Grand Trunk Railway System et al.* September 24, 1910. Refund of \$8.06 on shipment of furniture from Detroit, Mich., to Minneapolis, Minn., on account of excessive rate.

11628. *Paducah Pole and Timber Company v. Illinois Central Railroad Company et al.* September 30, 1910. Refund of \$74.40 on shipment of telephone poles from Paducah, Ky., to Itta Bena, Miss., on account of excessive rate.

11630. *Lanyon Zinc Company v. International and Great Northern Railroad Company et al.* November 15, 1910. Refund of \$174.54 on 17 cars of zinc ore from Laredo, Tex., to Iola and La Harpe, Kans., on account of excessive minimum.

11632. *Jackson Brothers Company v. New York, Philadelphia and Norfolk Railroad Company et al.* October 13, 1910. Refund of \$11.73 on shipment of lumber from Salisbury, Md., to Bridgeport, Conn., on account of excessive rate.

11634. *General Electric Company v. Delaware, Lackawanna and Western Railroad Company et al.* November 15, 1910. Refund of \$317.40 on shipment of burned-out incandescent lamps from Portland, Oreg., to Harrison, N. J., on account of excessive rate.

11635. *Updike Grain Company v. Chicago, Burlington and Quincy Railroad Company.* August 20, 1910. Refund of \$1,065.33 on shipments of corn from Nebraska points to Billings and Huntley, Mo., on account of excessive rate.

11637. *Farr Produce Company v. Chicago, Burlington and Quincy Railroad Company.* August 3, 1910. Refund of \$30.96 and waive collection of \$30.96 on shipments of potatoes from Grover, Colo., to Pittsburg, Kans., on account of excessive rate.

11642. *James Fitzpatrick v. Southern Pacific Company et al.* July 16, 1910. Waive collection of \$110 on one car of emigrant movables from Pueblo, Colo., to Sentinel, Ariz., on account of excessive rate.

11643. *Florissant Mercantile Company v. Colorado Midland Railway Company.* July 23, 1910. Refund of \$67.76 on shipment of mica from Lake George, Colo., to Montgomery, Ill., on account of excessive rate.

11646. *Crane Company v. Texas and Pacific Railroad Company et al.* October 18, 1910. Refund of \$68.27 on three shipments of bath tubs from Louisville, Ky., to Dallas, Tex., on account of excessive minimum.

11650. *Hess and Hopkins Leather Company v. Illinois Central Railroad Company et al.* November 1, 1910. Refund of \$5.12 on shipment of collars from Rockford, Ill., to Phoenix, Ariz., on account of excessive rate.

11652. *Gross, Kelly and Company v. Atchison, Topeka and Santa Fe Railway Company.* August 3, 1910. Refund of \$19.53 on shipment of hides and pelts from Fort Sumner, N. Mex., to Albuquerque, N. Mex., on account of excessive rate.

11653. *Exchange Cotton and Linseed Meal Company v. Atchison, Topeka and Santa Fe Railway Company et al.* November 7, 1910. Refund of \$36.03 on shipment of cottonseed cake from Carthage, Tex., to Olpe, Kans., on account of excessive rate.

11654. *L. L. May and Company v. Great Northern Railway Company.* July 29, 1910. Refund of \$19.57 on shipment of nursery stock from Minnesota Transfer, Minn., to Culbertson, Mont., on account of excessive rate.

11657. *H. Channon Company v. Baltimore and Ohio Railroad Company.* September 29, 1910. Refund of \$8.68 on shipment of old canvas sails from Philadelphia, Pa., to Chicago, Ill., on account of excessive rate.

11658. *Pennsylvania Salt Manufacturing Company v. Baltimore and Ohio Railroad Company.* November 7, 1910. Refund of \$39.77 on two shipments of sulphuric acid from Philadelphia, Pa., to Curtis Bay, Md., on account of excessive rate.

11660. *Pennsylvania Salt Manufacturing Company v. Baltimore and Ohio Railroad Company.* August 16, 1910. Refund of \$14.43 on shipment of nitrate of soda from Baltimore, Md., to Allegheny, Pa., on account of excessive rate.

11664. *H. H. Whitcomb Company v. Atlantic Coast Line Railroad Company.* August 19, 1910. Refund of \$49.68 on shipment of beans from Charleston, S. C., to Atlanta, Ga., on account of excessive rate.

11665. *Metropolitan Paving Brick Company v. New York Central and Hudson River Railroad Company et al.* September 27, 1910. Refund of \$5.72 on two shipments of paving brick from Canton, Ohio, to Poughkeepsie, N. Y., on account of excessive switching charges.

11668. *Kelley Brothers Grain Company v. Kansas City, Mexico and Orient Railway Company et al.* October 4, 1910. Refund of \$20.16 on one car of corn from Kansas City, Mo., to Chadbourne, Tex., on account of excessive rate.

11669. *American Brake Shoe and Foundry Company v. Southern Railway Company.* July 22, 1910. Refund of \$5.01 on shipment of brake shoes from Chattanooga, Tenn., to Mobile, Ala., on account of excessive rate.

11671. *Reno Grocer Company v. Southern Pacific Company et al.* September 22, 1910. Refund of \$75.69 on shipment of canned corn from Blair, Nebr., to Reno, Nev., on account of excessive rate.

11672. *Oregon Lumber Company v. Oregon Railroad and Navigation Company et al.* November 25, 1910. Refund of \$45.56 on shipment of roofing from Paraffin, Cal., to Pendleton, Ore., on account of excessive rate.

11673. *E. I. Bailey v. Southern Railway Company et al.* November 23, 1910. Refund of \$20 on shipment of bran from Belleville, Ill., to Bridgeville, Pa., on account of excessive rate.

11676. *Alvarado Gold Mining Company v. Santa Fe, Prescott and Phoenix Railway Company.* October 5, 1910. Refund of \$27.09 on shipment of lumber from Williams, Ariz., to Congress Junction, Ariz., on account of excessive rate.

11686. *Dreyfus Brothers v. Louisville and Nashville Railroad Company et al.* July 30, 1910. Refund of \$3.83 on shipment of candy and clocks from Montgomery, Ala., to Eunice, La., on account of excessive rate.

11687. *National Refining Company v. Atchison, Topeka and Santa Fe Railway Company et al.* October 5, 1910. Refund of \$10.27 on shipment of refined oil from Coffeyville, Kans., to Birmingham, Ala., on account of excessive rate.

11689. *Fox River Butter Company v. Chicago, Burlington and Quincy Railroad Company et al.* July 27, 1910. Refund of \$248.61 on 166 shipments of butter from various points to Aurora, Ill., on account of excessive rate.

11690. *Cotton Oil and Ginning Company v. Atlantic Coast Line Railroad Company.* October 28, 1910. Refund of \$8.64 on 4 shipments of cottonseed hulls from Scotland Neck, N. C., to Portsmouth, Va., on account of excessive rate.

11691. *Wichita Falls Broom Manufacturing Company v. Fort Worth and Denver City Railway Company.* September 30, 1910. Refund of \$155.22 on two shipments of broom corn from Portales, N. Mex., to Wichita Falls, Tex., on account of excessive rate.

11694. *Swift Fertilizer Works v. Atlantic Coast Line Railroad Company.* August 9, 1910. Refund of \$66 on four shipments of fertilizer from Wilmington, N. C., to Lides Siding, S. C., on account of excessive rate.

11695. *Swift Fertilizer Works v. Atlantic Coast Line Railroad Company.* November 7, 1910. Refund of \$32.55 on shipments of fertilizer from Wilmington, N. C., to Laney, S. C., on account of excessive rate.

11696. *Williams and Fitzhugh Company v. Illinois Central Railroad Company.* October 7, 1910. Refund of \$75.49 on six shipments of oats from Pekin, Ill., to Memphis, Tenn., on account of excessive rate.

11700. *D. A. Saunders v. Illinois Central Railroad Company.* August 17, 1910. Refund of \$24.50 on shipment of hay from Starkville, Miss., to New Orleans, La., on account of excessive rate.

11702. *Consolidated Water Power and Paper Company v. Chicago and North Western Railway Company et al.* August 17, 1910. Refund of \$6.93 on shipment of pulp wood from Payne, Minn., to Grand Rapids, Minn., on account of excessive rate.

11703. *Coe Brothers v. Michigan Central Railroad Company et al.* August 19, 1910. Refund of \$5 on shipment of automobiles from Detroit, Mich., to Sterling, Ill., on account of excessive rate.

11711. *Stewart-Peck Sand Company v. Atchison, Topeka and Santa Fe Railway Company.* August 17, 1910. Refund of \$2.60 on shipment of sand from Kansas City, Mo., to Carlyle, Kans., on account of excessive rate.

11712. *Gross, Kelly and Company v. Colorado and Southern Railway Company et al.* August 6, 1910. Refund of \$37.90 on shipment of dry hides from Trinidad, Colo., to Petaskey, Mich., on account of excessive rate.

11713. *Wilmington Brokerage Company v. Central of Georgia Railway Company et al.* July 23, 1910. Refund of \$48 on two shipments of canned peaches from Americus, Ga., to Wilmington, N. C., on account of excessive rate.

11715. *Frye and Bruhn, Incorporated v. Northern Pacific Railway Company et al.* September 28, 1910. Waive collection of \$932.40 on shipment of iron meat racks from Union Stock Yards, Ill., to Seattle, Wash., on account of excessive rate.

11716. *Updike Grain Company v. Chicago, Burlington and Quincy Railroad Company.* August 9, 1910. Refund of \$89.78 on one car of corn from Page, Nebr., to Billings, Mont., on account of excessive rate.

11718. *Gross, Kelly and Company v. Atchison, Topeka and Santa Fe Railway Company.* July 26, 1910. Refund of \$5.12 on shipment of dry hides from Albuquerque, N. Mex., to Los Angeles, Cal., on account of excessive rate.

11719. *C. B. Gaunt Grain Company v. St. Louis and San Francisco Railroad Company.* November 10, 1910. Refund of \$26.60 on shipment of corn from Bluff City, Kans., to Joplin, Mo., on account of excessive rate.

11722. *Marine Iron Works v. Michigan Central Railroad Company et al.* October 25, 1910. Refund of \$7.20 on shipment of machinery from Chicago, Ill., to New York, N. Y., on account of larger car being furnished than ordered.

11729. *Chas. Warner Company v. Philadelphia and Reading Railway Company et al.* September 26, 1910. Refund of \$110.75 on five cars of lime from Cedar Hollow, Pa., to Richwood, W. Va., on account of excessive rate.

11730. *St. Louis Iron and Metal Company v. Yazoo and Mississippi Valley Railroad Company et al.* October 14, 1910. Refund of \$105.15 on shipment of scrap iron from Webb, Miss., to St. Louis, Mo., on account of excessive rate.

11734. *Roy W. Hasseltine v. Chicago, Burlington and Quincy Railroad Company.* August 16, 1910. Refund of \$4.80 on one car of apples from Peru, Nebr., to Herndon, Kans., on account of excessive rate.

11735. *American Powder Mills Company v. Chicago, Burlington and Quincy Railroad Company.* August 5, 1910. Refund of \$139.69 on three shipments of blasting powder from Kansas City, Mo., to Gebo, Crosby, and Kirby, Wyo., on account of excessive rate.

11736. *A. J. Benbow v. Chicago, Burlington and Quincy Railroad Company et al.* November 12, 1910. Waive collection of \$17 on one car of coal from Andrew, Ill., to Fort Madison, Iowa, on account of excessive rate.

11737. *Dreyfus Brothers v. Louisville and Nashville Railroad Company et al.* July 26, 1910. Refund of \$5.18 on shipment of candy from Montgomery, Ala., to Opelousas, La., on account of excessive rate.

11740. *Arizona and Swansea Railroad Company v. Santa Fe, Prescott and Phoenix Railway Company et al.* November 15, 1910. Refund of \$2,334.46 on 32 shipments of steel rails and angle bars from Menominee, Mich., to Bouse, Ariz., on account of excessive rate.

11742. *Burns Fire Brick Company v. Pennsylvania Railroad Company et al.* September 21, 1910. Refund of \$2.11 on one car of fire brick from Williamsport, Pa., to Bristol, Conn., on account of excessive rate.

11745. *N. C. McDuffie Lumber Company v. Atlantic Coast Line Railroad Company et al.* November 8, 1910. Refund of \$7.03 on shipment of lumber from Timmonsville, S. C., to Charlotte, N. C., on account of excessive rate.

11746. *American Smelting and Refining Company v. Missouri Pacific Railway Company et al.* July 26, 1910. Refund of \$14.94 on two cars of pig lead from Federal, Ill., to Pueblo, Colo., on account of excessive rate.

11747. *Levin Brothers v. Chicago, Burlington and Quincy Railroad Company.* November 11, 1910. Waive collection of \$39.36 on shipment of furniture frames from Chicago, Ill., to Minneapolis, Minn., on account of improper equipment furnished.

11748. *Crane Company v. Texas and Pacific Railway Company et al.* October 25, 1910. Refund of \$48.15 on shipment of bathtubs from Louisville, Ky., to Dallas, Tex., on account of excessive minimum.

11753. *Crutchfield and Woolfolk v. Atchison, Topeka and Santa Fe Railway Company.* August 3, 1910. Refund of \$42.29 and waive collection of \$17.70 on shipment of cantaloupes from Weitzer, Colo., to Oklahoma City, Okla., on account of excessive rate.

11754. *Central Pennsylvania Lumber Company v. New York Central and Hudson River Railroad Company et al.* September 27, 1910. Refund of \$21.08 on shipment of lumber from Mina, Pa., to Dundee, N. Y., on account of excessive rate.

11755. *Floersheim Mercantile Company v. Atchison, Topeka and Santa Fe Railway Company.* September 22, 1910. Refund of \$17.60 on five cars of lime from Hot Springs, N. Mex., to Springer, N. Mex., on account of excessive rate.

11756. *Paola Refining Company v. Missouri Pacific Railway Company et al.* September 24, 1910. Refund of \$46.31 on shipment of fuel oil from Paola, Kans., to New Orleans, La., on account of excessive rate.

11760. *Southern Fruit Company v. Atlantic Coast Line Railroad Company et al.* October 25, 1910. Refund of \$61.83 on shipment of oranges from Kinsey, Fla., to Charleston, S. C., on account of excessive rate.

11761. *Standard Oil Company v. Missouri Pacific Railway Company et al.* October 25, 1910. Refund of \$15.59 on two tanks of oil from Parkersburg, W. Va., to Sedalia, Mo., on account of excessive rate.

11763. *Baker, Wingall and Company v. Chicago, Burlington and Quincy Railroad Company et al.* September 21, 1910. Refund of \$30.41 on three shipments of potatoes from Eldridge Junction, Iowa, to La Salle, Ill., on account of excessive rate.

11764. *Crutchfield and Woolfolk v. Atchison, Topeka and Santa Fe Railway Company.* October 5, 1910. Refund of \$58.32 on shipment of cantaloupes from Hawley, Colo., to Oklahoma City, Okla., on account of excessive rate.

11765. *Superior Foundry Company v. Wheeling and Lake Erie Railroad Company et al.* November 15, 1910. Refund of \$50.36 on shipment of piano plates from Cleveland, Ohio., to Sheboygan, Wis., on account of excessive rate.

11766. *Enders Furniture Company v. Atchison, Topeka and Santa Fe Railway Company.* October 6, 1910. Refund of \$30.91 on shipment of furniture from Rochester, N. Y., to Oklahoma City, Okla., on account of excessive rate.

11767. *Frankenhimer Brothers v. Southern Pacific Company.* September 9, 1910. Refund of \$834.03 on nine cars of hay from Salida, Cal., to Elko and Carlin, Nev., on account of excessive rate.

11768. *Armour and Company v. Louisiana Railway and Navigation Company et al.* November 10, 1910. Refund of \$117.32 on two shipments of muriate of potash from New Orleans, La., to Fort Worth, Tex., on account of excessive rate.

11769. *Dawson Produce Company v. Atchison, Topeka and Santa Fe Railway Company.* August 12, 1910. Refund of \$14 and waive collection of \$56.50 on shipment of cantaloupes from Melonfield, Colo., to Oklahoma City, Okla., on account of excessive rate.

11770. *Abston-Wynne and Company v. St. Louis, Iron Mountain and Southern Railway Company.* October 26, 1910. Refund of \$63.05 on shipments of cotton from Vincent, Ark., to Memphis, Tenn., on account of excessive rate.

11772. *Moore and Sames v. San Antonio and Aransas Pass Railway Company et al.* November 12, 1910. Waive collection of \$75.60 on one car of apples from Palisade, Colo., to Cuero, Tex., on account of excessive rate.

11779. *Armour and Company v. Illinois Central Railroad Company.* September 21, 1910. Refund of \$8.40 on shipment of sawdust from Chicago, Ill., to Sioux City, Iowa, on account of excessive rate.

11780. *Clarinda Poultry, Butter and Egg Company v. Illinois Central Railroad Company et al.* October 14, 1910. Refund of \$12.80 on shipment of box material from Memphis, Tenn., to Creston, Iowa, on account of excessive rate.

11781. *Stockyards Cotton and Linsced Meal Company v. Chicago, Rock Island and Pacific Railway Company.* August 17, 1910. Refund of \$8 on shipment of oil meal from Minneapolis, Minn., to Hutchinson, Kans., on account of excessive rate.

11782. *California Sugar and White Pine Agency v. Southern Pacific Company.* November 3, 1910. Refund of \$10,151.22 on various shipments of lumber on account of excessive rate.

11783. *Whceler-Holder Company v. Louisville and Nashville Railroad Company.* September 24, 1910. Refund of \$1,984.50 on 13 cars of cross-ties from Marley and Trevilion, Tenn., to Louisville, Ky., on account of excessive rate.

11790. *New England Furniture and Carpet Company v. Grand Trunk Railway System et al.* August 16, 1910. Refund of \$8 on one car of furniture from Detroit, Mich., to Minneapolis, Minn., on account of excessive rate.

11793. *Continental Can Company v. Northern Central Railway Company et al.* October 25, 1910. Refund of \$194.88 on 29 cars of empty cans from Baltimore, Md., to Camden, N. J., on account of excessive rate.

11794. *Frank Samuel v. Philadelphia, Baltimore and Washington Railroad Company.* August 23, 1910. Refund of \$12.44 on one car of scrap iron from Eddystone, Pa., to Principio, Md., on account of excessive rate.

11796. *Chas. C. Miller and Company v. Philadelphia, Baltimore and Washington Railroad Company et al.* August 20, 1910. Refund of \$21.60 on one car of canned corn from Greensboro, Md., to Phillipsburg, N. J., on account of excessive rate.

11797. *Pennsylvania Pulverizing Company v. Pennsylvania Railroad Company et al.* August 18, 1910. Refund of \$15.93 on one car of glass sand from Granville, Pa., to Victor, N. Y., on account of excessive rate.

11798. *J. C. Cassell v. Pennsylvania Railroad Company et al.* October 1, 1910. Refund of \$119.79 on three cars of clay from Ernston, N. J., to Kennett, Pa., on account of excessive rate.

11799. *Boyle Commission Company v. Chicago, Rock Island and Pacific Railway Company.* September 13, 1910. Refund of \$17.61 on shipment of grapes from Benton Harbor, Mich., to Hobart, Okla., on account of excessive rate.

11800. *M. J. Drummond and Company v. Chesapeake and Ohio Railway Company et al.* October 25, 1910. Refund of \$11.13 on shipment of iron pipe from Lynchburg, Va., to Coney Island, N. Y., on account of excessive rate.

11804. *Roehen-Cary Grain Company v. Union Pacific Railroad Company.* September 29, 1910. Refund of \$12.10 on shipments of grain from various points to Kansas City, Mo., on account of excessive minimum.

11806. *Myer and Son v. Norfolk and Western Railway Company et al.* September 21, 1910. Refund of \$47.60 and waive collection of \$10.33 on shipment of two mares and three colts from Wytheville, Va., to Bridgeville, Del., on account of excessive rate.

11809. *W. G. Clark v. Chicago, Burlington and Quincy Railroad Company.* August 22, 1910. Refund of \$70.72 on shipment of powder from Council Bluffs, Iowa, to Alger, Wyo., on account of excessive rate.

11810. *Douglas Land Company v. Virginia-Carolina Railway Company et al.* August 18, 1910. Refund of \$14.40 on one car of cabbage from Konnarock, Va., to Knoxville, Tenn., on account of excessive rate.

11811. *Oakes and Company v. Union Pacific Railroad Company et al.* November 15, 1910. Refund of \$129.20 on shipment of canned peas from Morgan, Utah, to Boise, Idaho, on account of excessive rate.

11812. *Tabler Lime and Stone Company v. Baltimore and Ohio Railroad Company et al.* September 13, 1910. Refund of \$25 on shipment of agricultural lime from Frederick, Md., to Woodslane, Va., on account of excessive rate.

11815. *Jasper Stone Quarry Company v. Chicago, Rock Island and Pacific Railway Company.* September 29, 1910. Refund of \$484.43 on nine shipments of paying blocks from Jasper, Minn., to South Chicago, Ill., on account of excessive rate.

11816. *Varn and Platt Company v. Merchants and Miners Transportation Company*. August 18, 1910. Refund of \$89.68 on two shipments of empty tin cans from Baltimore, Md., to Yorges Island, S. C., on account of excessive rate.

11827. *Pioneer Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* October 14, 1910. Refund of \$21.55 on shipment of buckwheat from Plainwell, Mich., to Freeport, Ill., on account of excessive rate.

11828. *Acme Cement Plaster Company v. Chicago and North Western Railway Company*. September 16, 1910. Refund of \$12 on shipment of cement plaster from Laramie, Wyo., to Dallas, S. Dak., on account of excessive rate.

11829. *Ash Grove Lime and Portland Cement Company v. St. Louis and San Francisco Railroad Company et al.* September 29, 1910. Refund of \$9 on shipment of lime from Ash Grove, Mo., to Greeley, Colo., on account of excessive rate.

11831. *Barteldes Seed Company v. Colorado and Southern Railway Company et al.* August 26, 1910. Refund of \$8 on shipment of oyster shells from Galveston, Tex., to Denver, Colo., on account of excessive rate.

11840. *Ady and Crowe Mercantile Company v. Colorado and Southern Railway Company et al.* September 24, 1910. Refund of \$8 on shipment of oyster shells from Galveston, Tex., to Denver, Colo., on account of excessive rate.

11841. *Penrod Walnut and Veneer Company v. Missouri, Kansas and Texas Railway Company et al.* September 21, 1910. Refund of \$26.59 on shipment of walnut logs from Hoffman, Okla., to Kansas City, Mo., on account of excessive rate.

11845. *Wynnewood Lumber Company v. Atlantic Coast Line Railroad Company*. November 10, 1910. Refund of \$138.31 on shipments of box shook lumber from Wananish and Folkstone, N. C., to Wilmington, N. C., on account of excessive rate.

11848. *Tennessee Can Company v. Southern Railway Company et al.* September 13, 1910. Refund of \$145.70 on shipment of scrap tin from Chattanooga, Tenn., to Sewaren, N. J., on account of excessive rate.

11849. *Interstate Fruit Distributors v. Southern Pacific Company et al.* October 3, 1910. Refund of \$212 on shipment of celery from California points to eastern points on account of excessive rate.

11850. *Beatrice Creamery Company v. Chicago, Rock Island and Pacific Railway Company*. August 19, 1910. Refund of \$2.54 on shipment of butter from Des Moines, Iowa, to New Haven, Conn., on account of excessive rate.

11862. *Kimberly-Clark Company v. Chicago and North Western Railway Company et al.* November 3, 1910. Waive collection of \$46.06 on one car of pulp wood from Duquette, Minn., to Neenah, Wis., on account of excessive rate.

11863. *Toronto Bolt and Forging Company v. New York Central and Hudson River Railroad Company*. October 8, 1910. Refund of \$13.57 on one car of molding sand from Rome, N. Y., to Swansea, Ontario, on account of excessive rate.

11864. *Geo. D. Taylor Company v. Chicago Great Western Railroad Company et al.* August 16, 1910. Refund of \$69.16 on two shipments of glass bottles from Neodesha, Kans., to St. Paul, Minn., on account of excessive rate.

11866. *Pittsburg Steel Company v. Chesapeake and Ohio Railway Company et al.* October 13, 1910. Refund of \$129.27 on 20 cars of wood reel shooks from Ronceverte, W. Va., to Monessen, Pa., on account of excessive rate.

11868. *Swift and Company v. St. Louis, Iron Mountain and Southern Railway Company*. November 25, 1910. Refund of \$38.22 on shipment of packing-house products from Fort Worth, Tex., to various points on account of icing charge at Little Rock, Ark.

11869. *Columbia Cotton Oil and Provision Corporation v. Chesapeake and Ohio Railway Company et al.* August 16, 1910. Refund of \$189.91 on shipment of bituminous coal from Thurmond, W. Va., to Relee, Va., on account of excessive rate.

11870. *American Zinc, Lead and Smelting Company v. Missouri Pacific Railway Company*. November 10, 1910. Refund of \$569.96 on shipments of dead coal from Worland, Mo., to Deering, Kans., on account of excessive rate.

11872. *United States Glass Company v. Atchison, Topeka and Santa Fe Railway Company et al.* August 19, 1910. Refund of \$61.37 on shipment of jelly glasses from Gas City, Ind., to Los Angeles, Cal., on account of excessive rate.

11874. *Advance Thresher Company v. Michigan Central Railroad Company et al.* October 14, 1910. Refund of \$6.60 on shipment of one thrasher from Woodstock, Ohio, to Battle Creek, Mich., on account of larger car being furnished than ordered.

11876. *W. E. and A. R. Clark v. Atchison, Topeka and Santa Fe Railway Company.* October 5, 1910. Refund of \$20.40 on 17 cars of grain from Isabel, Croft, and Sawyer, Kans., to Wichita, Anthony, and Wellington, Kans., on account of nonallowance for grain doors.

11877. *Nixon and Knox v. Central of Georgia Railway Company et al.* November 29, 1910. Refund of \$439.80 on six shipments of iron ore from Missionary Ridge, Ga., to Dayton, Tenn., on account of excessive rate.

11879. *Harkrider-Morrison Company v. Wichita Valley Railway Company et al.* September 29, 1910. Refund of \$58.32 on shipment of potatoes from Olathe, Colo., to Abilene, Tex., on account of excessive rate.

11890. *Lee Live Stock Commission Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 25, 1910. Refund of \$22.30 on two shipments of cattle from Benonine, Tex., to Kansas City, Mo., on account of excessive rate.

11892. *Gulf Refining Company v. Southern Railway Company et al.* August 26, 1910. Refund of \$20.64 on shipment of oil from Jacksonville, Fla., to Anderson, S. C., on account of excessive rate.

11894. *O. A. Cooper and Son v. Chicago, Burlington and Quincy Railroad Company.* August 22, 1910. Refund of \$16.22 on two cars of flour and feed from Humboldt, Nebr., to Conway, Iowa, on account of excessive rate.

11895. *Middleton Brothers v. Chicago and North Western Railway Company.* September 30, 1910. Refund of \$10.95 on two cars of hogs from Soldier, Iowa, to South Omaha Stock Yards, Nebr., on account of double-deck cars instead of single-deck cars being furnished.

11901. *Thuct Brothers and Melady v. Chicago and North Western Railway Company.* September 30, 1910. Refund of \$4.80 on one car of hogs from Harlan, Iowa, to South Omaha Stock Yards, Nebr., on account of double-deck cars instead of single-deck cars being furnished.

11909. *Swift and Henry Live Stock Commission Company v. Chicago, Rock Island and Pacific Railway Company et al.* November 28, 1910. Refund \$6.60 on shipment of cattle from Benonine, Tex., to Kansas City, Mo., on account of excessive rate.

11911. *Harry A. Alker et al. v. New York Central and Hudson River Railroad Company.* October 8, 1910. Refund of \$125.48 on shipments of crushed stone from Weehawken, N. J., to Great Neck, N. Y., on account of excessive rate.

11913. *John Linn and Company v. Chicago, Rock Island and Pacific Railway Company.* August 22, 1910. Refund of \$10.50 on shipment of potatoes from Walcott, Iowa, to Dunlap, Ill., on account of excessive rate.

11916. *Pettinos Brothers v. Atlantic City Railroad Company et al.* August 22, 1910. Refund of \$48.52 on shipment of sand from Radix, N. J., to New Brunswick, N. J., on account of excessive rate.

11922. *MacGillis and Gibbs Company v. Oregon Short Line Railroad Company et al.* October 28, 1910. Refund of \$45.08 on two shipments of posts from Matchwood, Idaho, to Boise and Heyburn, Idaho, on account of excessive rate.

11924. *The Pressed Steel Radiator Company of America v. Great Northern Railway Company et al.* November 9, 1910. Refund of \$189 on shipment of radiators from West Pittsburg, Pa., to Seattle, Wash., on account of excessive rate.

11925. *Western Sugar Refining Company v. Southern Pacific Company et al.* August 20, 1910. Refund of \$256.92 on shipment of sugar from Spreckels, Cal., to Salt Lake City, Utah, on account of excessive rate.

11928. *Davison and McBryde v. Nashville, Chattanooga and St. Louis Railway et al.* October 19, 1910. Refund of \$81.68 on three shipments of poles from Stevenson, Ala., to Muskogee, Okla., on account of excessive rate.

11933. *Michigan Wire Fence Company v. Lake Shore and Michigan Southern Railway Company et al.* October 29, 1910. Refund of \$13.39 on shipment of wire fence from Adrian, Mich., to Ottoville, Ohio, on account of excessive rate.

11934. *L. B. Albright and Company v. Chicago and North Western Railway Company et al.* November 10, 1910. Waive collection of \$190.87 on shipment of canned fruit from Hayward, Cal., to Pierre, S. Dak., on account of excessive rate.

11935. *Dufourcq and Company, Incorporated, v. Southern Pacific Company (Atlantic Steamship Lines) et al.* October 18, 1910. Refund of \$54.99 on shipment of lard from New York, N. Y., to Nacozari, Mexico, on account of excessive rate.

11945. *Pacific Fruit Express Company v. Union Pacific Railroad Company.* September 27, 1910. Refund of \$903.42 on 75 cars of ice from Laramie, Wyo., to Denver, Colo., on account of excessive rate.

11946. *W. E. Terhune Lumber Company v. Central of Georgia Railway Company et al.* October 14, 1910. Refund of \$25.44 on three cars of lumber from Blakely, Ga., to Grindstone, Pa., on account of excessive rate.

11952. *Chas. Ifeld Company v. Atchison, Topeka and Santa Fe Railway Company et al.* October 25, 1910. Refund of \$86.22 on shipment of canned goods from Los Angeles, Cal., to Santa Rosa, N. Mex., on account of excessive rate.

11957. *Postum Cereal Company v. Atchison, Topeka and Santa Fe Railway Company.* August 23, 1910. Refund of \$37.20 on shipment of cereals from Battle Creek, Mich., to Anthony, Kans., on account of excessive rate.

11958. *Cochrane Grain Company v. Southern Railway Company et al.* October 18, 1910. Refund of \$15.80 on shipment of corn from St. Louis, Mo., to Morganton, N. C., on account of excessive rate.

11959. *Cochrane Grain Company v. Southern Railway Company et al.* November 12, 1910. Refund of \$90 on five cars of wheat from East St. Louis, Ill., to Statesville, N. C., on account of excessive rate.

11960. *R. J. Hurley Lumber Company v. Kansas City Southern Railway Company.* October 29, 1910. Refund of \$24 on one car of chatts from Joplin, Mo., to Merwin, Mo., on account of excessive rate.

11963. *Weston Paper and Manufacturing Company v. Illinois Central Railroad Company et al.* November 18, 1910. Refund of \$18.36 on one car of wrapping paper from Rockford, Ill., to Baltimore, Md., on account of excessive rate.

11964. *Standard Lumber Company v. Atchison, Topeka and Santa Fe Railway Company.* October 13, 1910. Refund of \$81.95 on shipments of lumber from Oakdale, Cal., to Kansas and Oklahoma points, on account of excessive rate.

11965. *Davidson Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* October 17, 1910. Refund of \$47.78 on one car of peaches from Hotchkiss, Colo., to Des Moines, Iowa, on account of excessive rate.

11970. *C. H. Cox and Company v. Chicago, Rock Island and Gulf Railway Company et al.* October 6, 1910. Refund of \$12.32 on shipment of potatoes from Shawnee, Okla., to Fort Worth, Tex., on account of excessive rate.

11976. *Gulf Refining Company v. St. Louis, Iron Mountain and Southern Railway Company et al.* November 10, 1910. Refund of \$87.59 on shipment of lubricating oil from New Orleans, La., to Terre Haute, Ind., on account of excessive rate.

11977. *Diamond Match Company v. Southern Pacific Company.* November 22, 1910. Refund of \$180.93 on shipment of lumber from Chico, Cal., to Seattle, Wash., on account of excessive rate.

11982. *F. C. Germain v. Southern Pacific Company.* August 17, 1910. Waive collection of \$94.74 on one car of potatoes from McKee, Oreg., to Dunsmuir, Cal., on account of excessive rate.

11986. *American Iron and Supply Company v. Baltimore and Ohio Railroad Company.* October 4, 1910. Refund of \$26.72 and waive collection of \$19.17 on two cars of scrap iron from Salem and Cairo, W. Va., to Marietta, Ohio, on account of excessive rate.

11987. *Du Pont Powder Company v. Baltimore and Ohio Railroad Company.* November 21, 1910. Refund of \$117.55 on seven shipments of nitrate of soda from Philadelphia, Pa., to Fairchance, Pa., on account of excessive rate.

11996. *Neil P. Anderson and Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 28, 1910. Refund of \$88.15 on shipments of cotton from various points to Galveston, Tex., on account of excessive rate.

12002. *Virginia-Carolina Chemical Company v. St. Louis Southwestern Railway Company.* November 15, 1910. Refund of \$76.60 on seven shipments of fertilizer from Memphis, Tenn., to Hampton, Ark., on account of excessive rate.

12009. *A. Rubenstein v. Missouri Pacific Railway Company et al.* November 10, 1910. Refund of \$5.54 on shipment of scrap iron from Kansas City, Mo., to Kansas City, Kans., on account of excessive rate.

12014. *Acme Cement Plaster Company v. Union Pacific Railroad Company et al.* September 27, 1910. Refund of \$16.50 and waive collection of \$22.50 on one car of stucco from Laramie, Wyo., to Gregory, S. Dak., on account of excessive rate.

12015. *King Commission Company v. Atchison, Topeka and Santa Fe Railway Company.* November 10, 1910. Refund of \$35.72 on shipment of potatoes from Shawnee, Okla., to La Junta, Colo., on account of excessive rate.

12016. *U. S. Sugar and Land Company v. Atchison, Topeka and Santa Fe Railway Company.* October 29, 1910. Refund of \$4 on two shipments of sugar from Garden City, Kans., to St. Joseph, Mo., on account of excessive rate.

12018. *Montgomery Lumber Company v. Union Pacific Railroad Company et al.* November 18, 1910. Refund of \$16.50 and waive collection of \$22.50 on one car of plaster from Laramie, Wyo., to Dallas, S. Dak., on account of excessive rate.

12019. *L. B. Coun Company v. Union Pacific Railroad Company et al.* August 26, 1910. Refund of \$16.50 and waive collection of \$22.50 on one car of plaster from Laramie, Wyo., to Burke, S. Dak., on account of excessive rate.

12020. *Sunderland Brothers Company v. Union Pacific Railroad Company et al.* September 27, 1910. Refund of \$19 and waive collection of \$3 on shipment of plaster from Laramie, Wyo., to Bristow, Nebr., on account of excessive rate.

12021. *Sunderland Brothers Company v. Union Pacific Railroad Company et al.* August 26, 1910. Refund of \$16.50 and waive collection of \$22.50 on one car of plaster from Laramie, Wyo., to Bonesteel, S. Dak., on account of excessive rate.

12022. *Sunderland Brothers Company v. Union Pacific Railroad Company et al.* August 22, 1910. Refund of \$15 and waive collection of \$15 on one car of plaster from Laramie, Wyo., to Niobrara, Nebr., on account of excessive rate.

12023. *Sunderland Brothers Company v. Union Pacific Railroad Company et al.* September 27, 1910. Refund of \$16.50 and waive collection of \$22.50 on one car of plaster from Laramie, Wyo., to Fairfax, S. Dak., on account of excessive rate.

12025. *Riverton Lime Company v. Southern Railway Company et al.* August 19, 1910. Refund of \$13.88 on shipment of lime from Riverton, Va., to Smithfield, N. C., on account of excessive rate.

12026. *Harkrider-Morrison Company v. Fort Worth and Denver City Railway Company et al.* October 25, 1910. Refund of \$52.64 on shipment of potatoes from Idaho Falls, Idaho, to San Angelo, Tex., on account of excessive rate.

12027. *Dant and Russell, Incorporated, v. Atchison, Topeka and Santa Fe Railway Company et al.* November 18, 1910. Refund of \$31.74 and waive collection of \$1.11 on one car of shingles from Castle Rock, Wash., to Fresno, Cal., on account of excessive rate.

12028. *Broadwater Lumber Company v. Union Pacific Railroad Company et al.* October 14, 1910. Waive collection of \$19.08 on one car of coal from Tioga, Colo., to Broadwater, Nebr., on account of excessive rate.

12029. *Forbes Manufacturing Company v. Louisville and Nashville Railroad Company.* October 13, 1910. Refund of \$40.09 on shipment of sand from Evansville, Ind., to Hopkinsville, Ky., on account of excessive rate.

12030. *Colorado Farmers Produce and Supply Association v. Union Pacific Railroad Company.* October 18, 1910. Refund of \$38.89 on one car of potatoes from Omaha, Nebr., to Julesburg, Colo., on account of excessive rate.

12036. *District of Columbia Paper Manufacturing Company v. Philadelphia, Baltimore and Washington Railroad Company et al.* November 10, 1910. Refund of \$16.68 on one car of paper from Washington, D. C., to Chicago, Ill., on account of excessive rate.

12045. *Empson Packing Company v. Colorado and Southern Railway Company et al.* November 18, 1910. Refund of \$64.07 on one car of canned goods from Greeley, Colo., to Chicago, Ill., on account of excessive rate.

12046. *Monitor Drill Company v. Minneapolis and St. Louis Railroad Company.* October 14, 1910. Refund of \$18.11 on shipment of agricultural implements from St. Louis Park, Minn., to Watertown, S. Dak., on account of excessive rate.

12048. *L. B. Tate v. Union Pacific Railroad Company.* October 18, 1910. Refund of \$208.47 on five cars of potatoes from Sabin, Minn., to Julesburg, Colo., on account of excessive rate.

12049. *L. B. Tate v. Union Pacific Railroad Company.* October 18, 1910. Refund of \$350.82 on five cars of potatoes from Sabin, Minn., to Sedgwick, Colo., on account of excessive rate.

12051. *W. Miles Davis v. Erie Railroad Company.* November 28, 1910. Refund of \$17.54 on unused mileage, on account of cover not having been turned in within 18 months, which time was later extended.

12053. *Mrs. C. L. Ankeny v. Southern Pacific Company.* October 14, 1910. Refund of \$254.77 on two cars of hay from Klamath Falls, Oreg., to Eugene, Oreg., on account of excessive rate.

12054. *Copper Creek Mining Company v. Arizona and Eastern Railroad Company et al.* November 14, 1910. Refund of \$202.50 on shipment of ore from Winkelman, Ariz., to Douglas, Ariz., on account of excessive minimum.

12056. *United Peach Bottom Slate Company v. Baltimore and Ohio Railroad Company.* September 26, 1910. Refund of \$34.86 on one car of roofing slate from Delta, Pa., to Woodlyn, Pa., on account of excessive rate.

12057. *Peter Woll and Sons Manufacturing Company v. Pennsylvania Railroad Company et al.* October 14, 1910. Refund of \$7.67 on one car of palm fiber from Kensington, Pa., to Chicago, Ill., on account of excessive rate.

12058. *D. L. Van Horn v. Lehigh Valley Railroad Company.* October 8, 1910. Refund of \$57 on side-trip fare to Yellowstone Park, on tickets from Mahoney City, Pa., to San Francisco, Cal., and return, on account of error in routing.

12059. *Cornell and Ward v. Chicago and North Western Railway Company.* August 20, 1910. Refund of \$34.78 on shipment of wrapping paper from Carthage, N. Y., to Kaukauna, Wis., on account of excessive rate.

12061. *Goodenow and Schmidt v. Chicago and North Western Railway Company.* September 30, 1910. Refund of \$5.98 on shipment of hogs from Wall Lake, Iowa, to South Omaha, Nebr., on account of double-deck car being furnished instead of single deck.

12081. *Pennsylvania Pulverizing Company v. Pennsylvania Railroad Company et al.* September 21, 1910. Refund of \$14.70 on one car of glass sand from Granville, Pa., to Solvay, N. Y., on account of excessive rate.

12082. *Noah Webster and Brother v. Philadelphia, Baltimore and Washington Railroad Company et al.* September 21, 1910. Refund of \$16.58 on one car of canned tomatoes from Cambridge, Md., to Hartford, Conn., on account of excessive rate.

12083. *Berger Manufacturing Company v. Pennsylvania Railroad Company.* September 21, 1910. Refund of \$58.24 on two cars of iron laths from Jeannette, Pa., to New York, N. Y., on account of excessive rate.

12085. *Eagle Manufacturing Company v. Michigan Central Railroad Company et al.* October 27, 1910. Refund of \$10.80 on shipment of hay presses from Ann Arbor, Mich., to Kansas City, Mo., on account of excessive minimum.

12089. *International Forwarding Company v. Michigan Central Railroad Company et al.* August 19, 1910. Refund of \$6.47 on printing presses from Chicago, Ill., to New York, N. Y., on account of excessive rate.

12090. *Aycock Hosiery Mills v. Nashville, Chattanooga and St. Louis Railway Company et al.* October 17, 1910. Refund of \$60.66 on 10 shipments of cotton yarn from Louisville, Ky., to South Pittsburg, Tenn., on account of excessive rate.

12094. *J. H. Gregg v. St. Joseph and Grand Island Railway Company.* October 6, 1910. Refund of \$28 on one car of bulk corn from Baileyville, Kans., to Gower, Mo., on account of excessive rate.

12095. *Hickson Lumber Company v. Southern Railway Company.* October 7, 1910. Refund of \$66.78 on one car of lumber from Savannah, Ga., to Falls Church, Va., on account of excessive rate.

12106. *American Fork and Hoe Company v. Michigan Central Railroad Company et al.* August 22, 1910. Refund of \$17.96 on one car of handles from Jackson, Mich., to Fort Madison, Iowa, on account of excessive rate.

12110. *Saginaw and Manistee Lumber Company v. Santa Fe, Prescott and Phoenix Railway Company.* September 9, 1910. Refund of \$58.13 on shipment of lumber from Williams, Ariz., to Peck and Cordes, Ariz., on account of excessive rate.

12115. *A. H. Barnard v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* October 25, 1910. Refund of \$111.16 on two cars of lumber from Waukon, Minn., to Duluth, Minn., on account of excessive rate.

12118. *Harber Brothers Company v. New York Central Lines.* September 26, 1910. Refund of \$2.91 and waive collection of \$2.07 undercharge on shipment of windmills from Freeport, Ill., to Chesterton, Ind., on account of excessive rate.

12119. *Giant Powder Company v. Southern Pacific Company.* November 10, 1910. Refund of \$155 on one car of magnesias from Whitemarsh Junction, Pa., to Giant, Cal., on account of excessive rate.

12120. *Chestnut Lumber Company v. Tennessee Central Railroad Company.* November 21, 1910. Refund of \$44.31 on one car of lumber from Lebanon, Tenn., to Watertown, Tenn., on account of excessive rate.

12121. *Chicago Wood and Coal Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* November 29, 1910. Refund of \$207.69 on 68 cars of slab wood from Cotten, Wis., to Chicago, Ill., on account of excessive rate.

12122. *Farmers' Grain Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* October 4, 1910. Refund of \$47.60 on one car of oats from New Richmond, Wis., to Dollar Bay, Mich., on account of excessive rate.

12123. *Western Supply Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* November 15, 1910. Refund of \$5.74 on one car of asbestos cement from Joliet, Ill., to St. Paul, Minn., on account of excessive rate.

12128. *Fulton Bag and Cotton Mills Company v. Chicago and Alton Railroad Company et al.* November 15, 1910. Refund of \$36.32 on shipment of bags from St. Louis, Mo., to Higginsville, Mo., on account of excessive rate.

12129. *J. A. Cranston Lumber Company v. Southern Railway Company et al.* November 19, 1910. Refund of \$19.60 on shipments of lumber from Monroe and Amherst, Va., to Delaware City, Del., on account of excessive rate.

12132. *American Sugar Refining Company v. Colorado Southern, New Orleans and Pacific Railroad Company et al.* September 30, 1910. Refund of \$36.64 on shipment of sugar from New Orleans, La., to Hoxie, Ark., on account of excessive rate.

12136. *L. Starks and Company v. Louisville and Nashville Railroad Company.* September 9, 1910. Refund of \$6.30 on shipment of potatoes from Montello, Wis., to Birmingham, Ala., on account of excessive rate.

12137. *Douglas Brothers v. Louisville and Nashville Railroad Company.* August 26, 1910. Refund of \$9.60 on shipment of cabbage from New Orleans, La., to Birmingham, Ala., on account of excessive rate.

12138. *Copper Queen Consolidated Mining Company v. El Paso and Southwestern System et al.* October 25, 1910. Refund of \$833.48 on shipments of fruit and vegetables from California points to Arizona points, on account of excessive rate.

12139. *American Brake Shoe and Foundry Company v. Southern Railway Company et al.* September 22, 1910. Refund of \$2.83 on shipment of brake shoes from Chattanooga, Tenn., to Vicksburg, Miss., on account of excessive rate.

12140. *E. Dotta v. Southern Pacific Company et al.* September 29, 1910. Waive collection of \$24.32 on one car of plaster from Levan, Utah, to Elko, Nev., on account of excessive rate.

12144. *J. S. Young and Company v. Western Maryland Railway Company et al.* November 10, 1910. Refund of \$16.12 on two cars of sumac leaves from Winchester, Va., to Hanover, Pa., on account of excessive rate.

12146. *O. A. Cooper and Son v. Chicago, Burlington and Quincy Railroad Company*. September 29, 1910. Refund of \$6.60 on shipment of flour and feed from Humboldt, Nebr., to Grant City, Mo., on account of excessive rate.

12147. *Fort Scott Cement Association v. Missouri Pacific Railway Company*. October 17, 1910. Refund of \$26.66 on two cars of cement from Fort Scott, Kans., to Warrensburg, Mo., on account of excessive rate.

12149. *Monitor Drill Company v. Minneapolis and St. Louis Railroad Company*. October 18, 1910. Refund of \$20.39 on shipment of agricultural implements from St. Louis Park, Minn., to Conde, S. Dak., on account of excessive rate.

12151. *Fred Schwab v. Southern Pacific Company*. October 4, 1910. Refund of \$98.36 on shipment of potatoes from Mount Angel, Oreg., to Redding, Cal., on account of excessive rate.

12153. *Scott and Munsell v. Oregon Railroad and Navigation Company et al*. October 14, 1910. Waive collection of \$17.28 on shipment of buggies and wagons from Fremont, Nebr., to East Portland, Oreg., on account of excessive rate.

12154. *Pendleton and Sons v. Atchison, Topeka and Santa Fe Railway Company et al*. October 3, 1910. Refund of \$218.20 on shipment of fuel wood from Holmes, Ariz., to Santa Monica, Cal., on account of excessive rate.

12156. *Baker, Wignall and Company v. Chicago, Burlington and Quincy Railroad Company et al*. October 6, 1910. Waive collection of \$10.75 on one car of potatoes from Eldridge Junction, Iowa, to Ottawa, Ill., on account of excessive rate.

12157. *Pittsburgh White Sand Company et al. v. Pennsylvania Railroad Company et al*. November 4, 1910. Refund of \$260.67 on 10 cars of glass sand from Mapleton, Pa., to Alden, N. Y., on account of excessive rate.

12158. *Goldsboro Oil Mills v. Virginian Railway Company et al*. October 25, 1910. Refund of \$48.14 on shipment of cottonseed from Sebrell, Va., to Goldsboro, N. C., on account of excessive rate.

12163. *T. H. Cochrane Company v. Illinois Central Railroad Company et al*. October 10, 1910. Refund of \$19.80 on one car of potatoes from Westfield, Wis., to Springfield, Ill., on account of excessive rate.

12164. *Ogden Furniture and Carpet Company v. Denver and Rio Grande Railroad Company et al*. September 29, 1910. Refund of \$226.80 on one car of chairs from Superior, Wis., to Ogden, Utah, on account of excessive rate.

12165. *North Star Feed and Cereal Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al*. October 18, 1910. Refund of \$25.42 on one car of grain from Minneapolis, Minn., to Hancock, Mich., on account of excessive rate.

12166. *Standard Oil Company v. Central Railroad Company of New Jersey*. November 23, 1910. Refund of \$8.34 on four cars of oil from Bayonne, N. J., to Northampton, Pa., on account of excessive rate.

12167. *Mebane Iron Bed Company, Incorporated, v. Pennsylvania Railroad Company et al*. November 12, 1910. Refund of \$271.95 on two cars of iron beds from Neoline, Pa., to Mebane, N. C., on account of excessive rate.

12178. *P. Garvan, Incorporated, v. New York, New Haven and Hartford Railroad Company et al*. September 24, 1910. Refund of \$13.11 on shipment of rags and waste paper from Oak Grove, Mass., to Manchester, Conn., on account of excessive rate.

12180. *J. F. Humphreys and Company v. Chicago and Alton Railroad Company et al*. September 13, 1910. Refund of \$23.70 on shipment of cheese from Plymouth, Wis., to Bloomington, Ill., on account of excessive rate.

12181. *Phillips and Buttorff Manufacturing Company v. Louisville and Nashville Railroad Company et al*. October 25, 1910. Refund of \$29.60 on one car of hollow ware from Nashville, Tenn., to Avondale, Ala., on account of excessive rate.

12182. *Wm. Cameron and Company, Incorporated, v. Chicago, Rock Island and Pacific Railway Company et al*. September 22, 1910. Refund of \$20.74 on four cars of lumber from Nona, Tex., to Des Moines, Iowa, on account of excessive rate.

12183. *Lakin Brothers v. Chicago, Milwaukee and St. Paul Railway Company.* October 18, 1910. Refund of \$202.69 on two cars of hay from Thunder Hawk, S. Dak., to Tacoma and Seattle, Wash., on account of excessive rate.

12188. *National Refining Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 10, 1910. Refund of \$102.72 on one car of petroleum refined oil from Coffeyville, Kans., to Memphis, Tenn., on account of excessive rate.

12191. *Cornell and Ward v. Chicago and North Western Railway Company.* August 20, 1910. Refund of \$34.78 on one car of wrapping paper from Carthage, N. Y., to Kaukauna, Wis., on account of excessive rate.

12193. *Minneapolis Copper Company v. El Paso and Southwestern System.* November 1, 1910. Refund of \$150.64 on one car of ore from Douglas, Ariz., to Lordsburg, N. Mex., on account of excessive rate.

12194. *Waterbury Implement Company v. Chicago, Rock Island and Pacific Railway Company.* October 21, 1910. Refund of \$20.96 on three cars of potato diggers from Topeka, Kans., to Minneapolis, Minn., on account of excessive rate.

12197. *C. J. Horner Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 14, 1910. Refund of \$30.13 on four cars of coal from Bonanza, Ark., to Hot Springs, Ark., on account of excessive rate.

12198. *National Tube Company v. New York, Chicago and St. Louis Railroad Company.* October 14, 1910. Refund of \$31.45 on shipment of wrought-iron pipe from South Lorain, Ohio, to Madison, Wis., on account of excessive rate.

12199. *Coffeyville Vitrified Brick and Tile Company v. Chicago, Rock Island and Pacific Railway Company.* October 4, 1910. Refund of \$35 on one car of brick from Cherryvale, Kans., to Guthrie Center, Iowa., on account of excessive rate.

12200. *Leggett and Platt Spring Bed and Manufacturing Company et al. v. St. Louis and San Francisco Railroad Company et al.* September 30, 1910. Refund of \$55.64 on one car of spring beds from Carthage, Mo., to Lincoln, Nebr., on account of excessive rate.

12202. *B. Johnson and Son v. Louisville and Nashville Railroad Company.* October 5, 1910. Refund of \$732.20 on five cars of ties from Edgemore, Tenn., to Cincinnati, Ohio, on account of excessive rate.

12208. *Bradford Kennedy Company v. Union Pacific Railroad Company et al.* October 4, 1910. Refund of \$32.54 on shipment of fir lumber from Hoquiam, Wash., to Lisco, Nebr., on account of excessive rate.

12210. *Bearman Fruit Company v. Chicago, Rock Island and Pacific Railway Company.* September 29, 1910. Refund of \$7.20 on one car of apples from Greenwood, Mo., to Minneapolis, Minn., on account of excessive rate.

12212. *Crombie and Company et al. v. Atchison, Topeka and Santa Fe Railway Company.* September 27, 1910. Refund of \$478.12 on shipment of vegetables from Albuquerque, N. Mex., to El Paso, Tex., on account of excessive rate.

12226. *McDowell-Trammel Company v. Louisville and Nashville Railroad Company.* October 25, 1910. Refund of \$22.59 on four cars of spokes from Gallatin, Tenn., to Louisville, Ky., on account of excessive rate.

12227. *Midland Linseed Company v. Great Northern Railway Company et al.* October 17, 1910. Refund of \$46.50 on one car of oil meal from Minneapolis, Minn., to Dunavant, Kans., on account of excessive rate.

12233. *Dunlop Mills v. Southern Railway Company.* October 17, 1910. Refund of \$15.36 on one car of flour from Manchester, Va., to Adams, S. C., on account of excessive rate.

12234. *American Clay Company v. Chicago, Burlington and Quincy Railroad Company.* September 30, 1910. Refund of \$115.77 on one car of Fullers earth from Akron, Colo., to Atchison, Kans., on account of excessive rate.

12237. *A. Morrison v. Chicago, Rock Island and Pacific Railway Company et al.* November 12, 1910. Refund of \$15.30 on one car of spuds from Shawnee, Okla., to Dallas, Tex., on account of excessive rate.

12240. *Kettle River Quarries Company v. Chicago and Alton Railroad Company et al.* October 29, 1910. Refund of \$40.54 on three cars of paving blocks from East St. Louis, Ill., to Beloit, Wis., on account of excessive rate.

12244. *E. Lore v. Lake Shore and Michigan Southern Railway Company et al* October 29, 1910. Refund of \$7.04 on one car of coal from East Buffalo, N. Y., to Darlington, Ind., on account of excessive rate.

12245. *Jackson and Perkins Company v. Southern Pacific Company et al.* September 22, 1910. Refund of \$200 on two cars of nursery stock from McPherson, Cal., to Newark, N. J., on account of excessive rate.

12250. *Roanoke Fibre Board Company v. Seaboard Air Line Railway.* November 12, 1910. Refund of \$98.23 on one car of wood pulp from Roanoke Junction, N. J., to Manchester, Va., on account of excessive rate.

12255. *J. W. Butler Paper Company v. St. Louis and San Francisco Railroad Company et al.* September 21, 1910. Refund of \$45.50 on one car of paper from Felts Mills, N. Y., to Oklahoma City, Okla., on account of excessive rate.

12256. *G. C. Adams v. Missouri, Kansas and Texas Railway Company et al.* September 21, 1910. Refund of \$38.02 on one car of oil-well supplies from Montpelier, Ind., to Bartlesville, Okla., on account of excessive rate.

12258. *Scranton Coal Company v. New York, Ontario and Western Railroad Company et al.* September 30, 1910. Refund of \$29.84 on four cars of coal from Mayfield Yard, Pa., to Coney Island, N. Y., on account of excessive rate.

12259. *Bassett Nash and Company v. Old Dominion Steamship Company et al.* October 29, 1910. Refund of \$17.34 on two cars of compressed cotton from Norfolk, Va., to Rockfall, Conn., on account of excessive rate.

12263. *Columbia Guano Company v. Atlantic Coast Line Railroad Company.* September 8, 1910. Refund of \$2 on one car of fertilizer from Norfolk, Va., to Cofield, N. C., on account of excessive rate.

12264. *Woodstock Lumber Company v. Boston and Maine Railroad et al.* October 4, 1910. Refund of \$470.71 on 14 cars of lumber from West Thornton, N. H., to New York, N. Y., on account of excessive rate.

12268. *N. K. Fairbank Company v. Illinois Central Railroad Company.* September 30, 1910. Refund of \$3.87 on two cars of soap and soap powder from St. Louis, Mo., to Paducah, Ky., on account of excessive rate.

12269. *Wagner Sugar Refining Company v. New York, Susquehanna and Western Railroad Company.* October 21, 1910. Refund of \$8.30 on one car of sugar from Edgewater, N. J., to Du Bois, Pa., on account of excessive rate.

12272. *West Coast Shingle Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 10, 1910. Refund of \$43.50 on one car of shingles from Stanwood, Wash., to Hartshorne, Okla., on account of excessive rate.

12277. *J. E. Hample v. Northern Pacific Railway Company et al.* October 4, 1910. Refund of \$60.03 on one car of green hides from Butte, Mont., to Chicago, Ill., on account of excessive rate.

12278. *T. E. Ball Bois D'Arc Company v. St. Louis and San Francisco Railroad Company et al.* October 10, 1910. Refund of \$45.33 on shipment of fence posts from Boswell, Okla., to Denison, Tex., on account of excessive rate.

12279. *Birdsboro Stone Company v. Pennsylvania Railroad Company et al.* November 10, 1910. Refund of \$247.52 on shipment of crushed stone from Birdsboro, Pa., to Denton, Md., on account of excessive rate.

12280. *Laning-Harris Coal and Grain Company v. Missouri, Kansas and Texas Railway Company et al.* October 21, 1910. Refund of \$13.68 on shipment of oats and chops from Kansas City, Mo., to Pine Ridge, Tex., on account of excessive rate.

12281. *Hoshall and McDonald v. Morgan's Louisiana and Texas Railroad and Steamship Company.* October 4, 1910. Refund of \$83.10 on seven cars of lumber from McDonald, La., to New Orleans, La., on account of excessive rate.

12282. *Southern Cotton Oil Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* October 13, 1910. Refund of \$15.50 on two shipments of cooking fat from Gretna, La., to Houston, Tex., on account of excessive rate.

12283. *New Orleans Acid and Fertilizer Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* November 28, 1910. Refund of \$105.41 on three cars of fertilizer from Gretna, La., to Magnolia, Ark., on account of excessive rate.

12284. *Du Pont Powder Company v. Erie Railroad Company.* October 10, 1910. Refund of \$43.49 on five cars of potash from Jersey City, N. J., to Wayne, N. J., on account of excessive rate.

12288. *T. B. Walker Manufacturing Company v. Houston and Texas Central Railroad Company et al.* October 25, 1910. Refund of \$72.70 on one car of canned goods from Austin, Tex., to Oklahoma City, Okla., on account of excessive rate.

12289. *Berry and Mayburn Company v. Illinois Central Railroad Company et al.* October 10, 1910. Waive collection of \$50.87 on three cars of molasses from Louisiana plantations to Chicago, Ill., on account of excessive rate.

12291. *Crown Oil and Wax Company v. Baltimore Steam Packet Company et al.* November 22, 1910. Refund of \$17.67 on shipments of oil from Baltimore, Md., to North Carolina points, on account of excessive rate.

12292. *J. Cohen and Son v. New York Central and Hudson River Railroad Company et al.* November 15, 1910. Refund of \$2.08 on shipment of pressed rags from Rochester, N. Y., to Erie, Pa., on account of larger car furnished than ordered.

12294. *T. B. Walker Manufacturing Company v. Colorado and Southern Railway Company et al.* November 10, 1910. Refund of \$130.69 on two shipments of canned goods from Austin, Tex., to Denver, Colo., on account of excessive rate.

12295. *The Texas Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* October 4, 1910. Refund of \$42.14 on shipment of soda ash from New Orleans, La., to Port Arthur, Tex., on account of excessive rate.

12296. *G. A. Long v. Southern Pacific Company et al.* October 13, 1910. Refund of \$1,012.20 on 29 cars of cattle from Tempe, Ariz., to Imperial, Cal., on account of excessive rate.

12299. *Earietson and Company v. Atchison, Topeka and Santa Fe Railway Company et al.* September 21, 1910. Refund of \$16.29 on shipment of beans from Elida, N. Mex., to Fort Sumner, N. Mex., on account of excessive rate.

12300. *Caleasieu Long Leaf Lumber Company v. Louisiana and Pacific Railway Company et al.* October 6, 1910. Refund of \$21.85 on shipment of lumber from Barnes Creek, La., to Galveston, Tex., on account of excessive rate.

12301. *Longville Lumber Company v. Louisiana and Pacific Railway Company et al.* November 4, 1910. Refund of \$42.15 on shipment of lumber from Longville, La., to Galveston, Tex., on account of excessive rate.

12302. *Hudson River Lumber Company v. Louisiana and Pacific Railway Company et al.* September 21, 1910. Refund of \$93.10 on three shipments of lumber from De Ridder, La., to Galveston, Tex., on account of excessive rate.

12303. *O. C. Evans and Company v. Atchison, Topeka and Santa Fe Railway Company.* October 1, 1910. Refund of \$13.37 on seven shipments of potatoes from Floyd, Mo., to Kansas City, Mo., on account of excessive rate.

12304. *Jesse Sullenger v. Atchison, Topeka and Santa Fe Railway Company.* September 29, 1910. Refund of \$1.50 on two shipments of potatoes from Floyd, Mo., to Kansas City, Mo., on account of excessive rate.

12306. *Anheuser-Busch Brewing Association v. Atchison, Topeka and Santa Fe Railway Company et al.* October 21, 1910. Refund of \$70.50 on shipment of beer from St. Louis, Mo., to Tonopah, Nev., on account of excessive rate.

12308. *H. J. Baker and Brother v. Ocean Steamship Company of Savannah et al.* October 6, 1910. Refund of \$13.20 on shipment of fertilizer from New York, N. Y., to Jacksonville, Fla., on account of excessive rate.

12310. *Empire Chair Company v. Virginia and Southwestern Railway Company et al.* November 25, 1910. Refund of \$42.16 on shipment of chair stock from Elizabethton, Tenn., to Lewisburg, Pa., on account of excessive rate.

12314. *John J. Caine v. Philadelphia, Baltimore and Washington Railroad Company et al.* September 26, 1910. Refund of \$7.76 on one car of scrap-steel turnings from Wilmington, Del., to Lucknow, Pa., on account of excessive rate.

12315. *Baker and Holmes Company v. Atlantic Coast Line Railroad Company et al.* September 30, 1910. Refund of \$2.81 on shipment of lime from Jacksonville, Fla., to Littman, Fla., on account of excessive rate.

12316. *Georgia-Carolina Brick Company v. Charleston and Western Carolina Railway Company et al.* October 25, 1910. Refund of \$3 on one car of brick from Augusta, Ga., to Gastonia, N. C., on account of excessive rate.

12317. *Challenge Machinery Company v. United States Express Company et al.* October 25, 1910. Refund of \$2.45 on shipment of machinery from Grand Haven, Mich., to Nashville, Tenn., on account of excessive rate.

12320. *Clark and Wilson Lumber Company v. Oregon Railroad and Navigation Company et al.* October 1, 1910. Refund of \$56.96 on six cars of lumber and lath from Linnton, Oreg., to Idaho points, on account of excessive rate.

12321. *South Chester Tube Company v. Philadelphia and Reading Railway Company.* September 21, 1910. Refund of \$80.76 on six cars of pipe from Chester, Pa., to Kilarm Mines, W. Va., on account of excessive rate.

12323. *South Chester Tube Company v. Philadelphia and Reading Railway Company.* September 21, 1910. Refund of \$138.07 on 10 shipments of pipe from Chester, Pa., to Kilarm Mines, W. Va., on account of excessive rate.

12330. *Dawson Produce Company v. Atchison, Topeka and Santa Fe Railway Company.* September 13, 1910. Refund of \$52.92 on shipment of apples from Canon City, Colo., to Enid, Okla., on account of excessive rate.

12331. *Canton Milling Company v. Atchison, Topeka and Santa Fe Railway Company.* October 21, 1910. Refund of \$48.13 on shipment of grain products from Canton, Kans., to La Junta, Colo., on account of excessive rate.

12332. *W. F. Jarman v. Nevada-California-Oregon Railway Company et al.* October 7, 1910. Refund of \$80 on shipment of emigrant outfit from Alturas, Cal., to Reno, Nev., on account of excessive rate.

12336. *E. R. Addington v. Southern Pacific Company.* September 13, 1910. Waive collection of \$90 on shipment of horses from Santa Ana, Cal., to Willcox, Ariz., on account of excessive rate.

12338. *Hydraulic-Press Brick Company v. Wheeling and Lake Erie Railroad Company et al.* November 12, 1910. Refund of \$13.80 on shipment of brick from Ironville, Ohio, to Memphis, Mich., on account of excessive rate.

12339. *Manhattan Horse Manure Company v. Lehigh Valley Railroad Company et al.* September 26, 1910. Refund of \$33.38 on shipment of manure from Newark, N. J., to East Petersburg, Pa., on account of excessive rate.

12341. *Clark and Wilson Lumber Company v. Oregon Railroad and Navigation Company et al.* September 26, 1910. Refund of \$21 on two shipments of lumber from Linnton, Oreg., to Idaho points, on account of excessive rate.

12343. *Standard Oil Company v. Union Pacific Railroad Company.* September 21, 1910. Refund of \$98.26 on one car of oil from Omaha, Nebr., to Sidney, Nebr., on account of excessive rate.

12346. *American Cigar Company v. Chicago, Rock Island and Pacific Railway Company.* September 21, 1910. Refund of \$1.07 on shipment of cigars from Kingston, N. Y., to St. Joseph, Mo., on account of excessive rate.

12347. *United States Cast Iron Pipe and Foundry Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 10, 1910. Refund of \$7.07 on two cars of cast-iron pipe from Chattanooga, Tenn., to Little Rock, Ark., on account of excessive rate.

12348. *Naugle Pole and Tie Company v. Chicago and North Western Railway Company.* September 21, 1910. Refund of \$10.95 on 21 cars of poles from Wisconsin and Michigan points to Chicago, Ill., on account of nonallowance for car stakes.

12349. *Red C Oil Manufacturing Company v. Baltimore Steam Packet Company et al.* November 10, 1910. Refund of \$15.81 on shipment of oil from Baltimore, Md., to points in North Carolina, on account of excessive rate.

12350. *Wm. Kelly Milling Company v. New York Central and Hudson River Railroad Company et al.* October 24, 1910. Refund of \$20.08 on shipment of flour from St. Johns, Kans., to Morris Run, Pa., on account of excessive rate.

12351. *Atlantic Lumber Company v. New York, Philadelphia and Norfolk Railroad Company et al.* November 18, 1910. Refund of \$22.04 on shipment of lumber from Norfolk, Va., to Hartford, Conn., on account of excessive rate.

12352. *Postum Cereal Company v. Great Northern Railway Company et al.* September 13, 1910. Refund of \$165.33 on shipment of postum from Battle Creek, Mich., to Seattle, Wash., on account of excessive rate.

12353. *Virginia-Carolina Chemical Company v. Atlantic Coast Line Railroad Company*. September 21, 1910. Refund of \$2.44 on shipment of fertilizer from Savannah, Ga., to Guilford, Fla., on account of excessive rate.

12357. *Lamb-Fish Lumber Company v. Yazoo and Mississippi Valley Railroad Company et al.* September 21, 1910. Refund of \$73.34 on shipment of vehicle material from Charleston, Miss., to Nashville, Tenn., on account of excessive rate.

12358. *Virginia Iron and Metal Company v. Atlantic Coast Line Railroad Company*. September 21, 1910. Refund of \$35.70 on two shipments of scrap iron from Wilmington, N. C., to Manchester, Va., on account of excessive rate.

12360. *M. B. Farrin Lumber Company v. Louisville and Nashville Railroad Company*. November 9, 1910. Refund of \$127.96 on six shipments of coal from Vega, Ky., to Cincinnati, Ohio, on account of excessive rate.

12361. *Roberts, Johnson and Rand Shoe Company v. Texas and Gulf Railway Company et al.* November 18, 1910. Refund of \$1.96 on shipment of shoes from St. Louis, Mo., to Tally, Tex., on account of excessive rate.

12362. *Hargadine, McKittrick Dry Goods Company v. Texas and Gulf Railway Company et al.* November 18, 1910. Refund of \$6.30 on four shipments of dry goods from St. Louis, Mo., to Carthage, Tex., on account of excessive rate.

12365. *Darmstadt, Scott and Courtney v. New York Central and Hudson River Railroad Company et al.* September 21, 1910. Refund of \$1.19 on shipment of waste paper from New York, N. Y., to Saugerties, N. Y., on account of excessive rate.

12366. *Aurora Milling Company v. Chicago, Burlington and Quincy Railroad Company*. September 21, 1910. Refund of \$42 on shipment of flour and meal from Aurora, Nebr., to Torrington, Wyo., on account of excessive rate.

12367. *Aurora Milling Company v. Chicago, Burlington and Quincy Railroad Company et al.* September 26, 1910. Refund of \$58.36 on one car of flour and feed from Aurora, Nebr., to Wyncate, Wyo., on account of excessive rate.

12368. *M. R. Campbell v. Nashville, Chattanooga and St. Louis Railway*. November 28, 1910. Refund of \$12.70 on shipment of iron rails from Chattanooga, Tenn., to Tullahoma, Tenn., on account of excessive rate.

12369. *Lauther Grain Company v. Texas and Pacific Railway Company et al.* October 5, 1910. Refund of \$17.51 on shipment of baled hay from Welch, Okla., to Harry's, Tex., on account of excessive rate.

12370. *Seward City Mills v. Chicago, Burlington and Quincy Railroad Company*. October 13, 1910. Refund of \$56.73 on shipment of flour and feed from Seward, Nebr., to Torrington, Wyo., on account of excessive rate.

12371. *Grote-Rankin Company v. Northern Pacific Railway Company et al.* October 13, 1910. Refund of \$41.36 on one car of crockery from East Liverpool, Ohio, to Spokane, Wash., on account of excessive rate.

12372. *Union Tanning Company v. Baltimore and Ohio Railroad Company*. October 21, 1910. Refund of \$94.42 and waive collection of \$1.52 on three cars of lime from Winchester, Va., to Romney, W. Va., on account of excessive rate.

12373. *W. W. Robertson and Company v. Norfolk and Western Railway Company et al.* October 13, 1910. Refund of \$20.30 on shipment of lumber from Zuni, Va., to Reading, Pa., on account of excessive rate.

12375. *Union Match Company v. Chicago, Milwaukee and St. Paul Railway Company*. October 25, 1910. Refund of \$34.86 on shipment of matches from Duluth, Minn., to Milwaukee, Wis., on account of excessive rate.

12376. *Western Electric Company v. Great Northern Railway Company et al.* November 16, 1910. Refund of \$97.20 on shipment of cable reels and parts from Seattle, Wash., to Hawthorne, Ill., on account of excessive rate.

12380. *W. L. Aument v. Pennsylvania Railroad Company et al.* September 22, 1910. Refund of \$11.90 on one car of lumber from North Tonawanda, N. Y., to Quarryville, Pa., on account of excessive rate.

12381. *The West Virginia Rail Company v. Baltimore and Ohio Railroad Company et al.* September 13, 1910. Refund of \$36.68 on shipment of steel rails from Huntington, W. Va., to Wilmington, N. C., on account of excessive rate.

12382. *Augusta Canning Company v. Central Vermont Railway Company*. October 10, 1910. Refund of \$48 on two shipments of canned corn from Essex Junction, Vt., to New York, N. Y., on account of excessive rate.

12384. *Page and Hill v. Union Pacific Railroad Company et al.* October 5, 1910. Refund of \$9.38 on one car of cedar poles from Mizpah, Minn., to Cotesfield, Nebr., on account of excessive rate.

12386. *Lawther Grain Company v. Texas and Pacific Railway Company et al.* October 5, 1910. Refund of \$16.66 on shipment of baled hay from Afton, Okla., to Harry's, Tex., on account of excessive rate.

12388. *Gueydan Rice Mill v. Louisiana Western Railroad Company et al.* October 28, 1910. Refund of \$103.14 on four shipments of cottonseed hulls from Houston, Tex., to Gueydan, La., on account of excessive rate.

12391. *John A. Roebling's Sons Company v. Philadelphia and Reading Railway Company.* October 6, 1910. Refund of \$24.77 on four shipments of steel wire from Trenton, N. J., to West Pittsburg, Pa., on account of excessive minimum.

12393. *John A. Roebling's Sons Company v. Philadelphia and Reading Railway Company et al.* September 27, 1910. Refund of \$29.34 on four shipments of steel wire from Trenton, N. J., to Columbus, Ohio, on account of excessive minimum.

12394. *Mosher and Parker v. Union Pacific Railroad Company et al.* September 22, 1910. Refund of \$15.67 on one car of potatoes from Auburn, Colo., to Waco, Tex., on account of excessive rate.

12395. *The Imperial Company v. Seaboard Air Line Railway Company et al.* October 13, 1910. Refund of \$50 on two shipments of fertilizers from Norfolk, Va., to Jackson, N. C., on account of excessive rate.

12398. *C. E. King v. Atchison, Topeka and Santa Fe Railway Company et al.* September 13, 1910. Refund of \$46.98 on shipment of apples from Canon City, Colo., to Tulsa, Okla., on account of excessive rate.

12400. *H. J. Schneider v. Southern Pacific Company et al.* September 30, 1910. Refund of \$246.36 on three shipments of cattle and sheep from Phoenix, Ariz., to El Paso, Tex., on account of excessive rate.

12401. *California Vegetable Union v. Atchison, Topeka and Santa Fe Railway Company et al.* November 10, 1910. Refund of \$30.78 on shipment of cauliflower from Inglewood, Cal., to Cincinnati, Ohio, on account of excessive rate.

12402. *Wadenpohl and Moore v. Galveston, Harrisburg and San Antonio Railway Company et al.* October 25, 1910. Refund of \$647.08 on 18 cars of cattle from Valentine, Tex., to Kansas City, Mo., on account of excessive rate.

12403. *California Vegetable Union v. Atchison, Topeka and Santa Fe Railway Company et al.* October 7, 1910. Refund of \$20 on shipment of celery from Antioch, Cal., to Buffalo, N. Y., on account of excessive rate.

12406. *Davidson Grocery Company v. Oregon Short Line Railroad Company et al.* October 12, 1910. Refund of \$233.80 on two shipments of peanuts from Portland, Oreg., to Boise, Idaho, on account of excessive rate.

12409. *Harbison-Walker Refractories Company v. Pennsylvania Railroad Company et al.* September 22, 1910. Refund of \$15.38 on one car of fire clay from Wallacetown, Pa., to Rockland, Me., on account of excessive rate.

12412. *Rising and Nelson Slate Company v. Delaware and Hudson Company et al.* October 25, 1910. Refund of \$5.82 on one car of roofing slate from West Pawlet, Vt., to Little Valley, N. Y., on account of excessive rate.

12413. *Alabama and Georgia Iron Company v. Southern Railway Company.* September 30, 1910. Refund of \$153.50 on 11 cars of cord wood from Jacksonville, Ala., to Rome, Ga., on account of excessive rate.

12415. *Flynn-Harris-Bullard Company v. Atlantic Coast Line Railroad Company et al.* November 12, 1910. Refund of \$16.01 on shipments of turpentine from various Georgia and Florida points to Jacksonville, Fla., on account of excessive weight.

12418. *Read Phosphate Company v. Atlanta, Birmingham and Atlantic Railroad Company et al.* September 30, 1910. Refund of \$87.60 on shipment of fertilizer from Cordele, Ga., to West Nashville, Tenn., on account of excessive rate.

12425. *Jon. Clinkenbeard v. Chicago and North Western Railway Company.* September 30, 1910. Refund of \$4.76 on shipment of hogs from Mondamin, Iowa, to South Omaha, Nebr., on account of larger car being furnished than ordered.

12426. *American Steel and Wire Company v. Atchison, Topeka and Santa Fe Railway Company et al.* September 21, 1910. Refund of \$79.04 on seven cars of wire, nails, and staples from De Kalb, Ill., to Winfield and Wichita, Kans., on account of excessive rate.

12429. *James Kennedy and Company v. Southern Railway Company.* September 30, 1910. Refund of \$13.94 on shipment of lumber from Bryson and Marble, N. C., to Norfolk, Va., dressed in transit at Biltmore, N. C., on account of excessive rate.

12431. *Brown-Hurley Hardware Company v. St. Paul and Des Moines Railroad Company et al.* September 29, 1910. Refund of \$12.72 on one car of agricultural implements from Ashtabula, Ohio, to Des Moines, Iowa, on account of excessive rate.

12432. *James Earlywine v. Chicago and North Western Railway Company.* September 30, 1910. Refund of \$4.76 on shipment of hogs from Mondamin, Iowa, to South Omaha Stock Yards, Nebr., on account of double deck car being furnished instead of single deck.

12433. *W. R. Adams v. Chicago and North Western Railway Company et al.* September 23, 1910. Refund of \$44.53 on shipment of wool in grease and dry pelts from Moneta, Wyo., to Fremont, Nebr., on account of excessive rate.

12434. *Bowie Lumber Company v. Morgan's Louisiana and Texas Railroad and Steamship Company.* October 5, 1910. Refund of \$8.46 on one car of lath from Bowie, La., to Portland, Ind., on account of excessive rate.

12436. *Calvin Claar v. Pennsylvania Railroad Company et al.* October 13, 1910. Refund of \$24.30 on shipment of household goods from McKee, Pa., to Moline, Ill., on account of larger car being furnished than ordered.

12438. *Nelson Sash and Door Company v. Spokane and British Columbia Railway Company et al.* October 3, 1910. Refund of \$18.09 on shipment of lumber from Karamin, Wash., to Minneapolis, Minn., on account of excessive rate.

12439. *Sterling Manufacturing Company v. Chicago and North Western Railway Company et al.* October 10, 1910. Refund of \$7.76 on shipment of implements from Rock Falls, Ill., to Auburn, Iowa, on account of excessive rate.

12440. *Armour and Company v. El Paso and Southwestern System et al.* November 3, 1910. Refund of \$180.18 on shipment of packing-house products from North Fort Worth, Tex., to Bisbee, Ariz., on account of excessive rate.

12441. *Armour and Company v. El Paso and Southwestern System et al.* November 1, 1910. Refund of \$32.63 on shipment of packing-house products from North Fort Worth, Tex., to Bisbee, Ariz., on account of excessive rate.

12442. *F. S. Harmon and Company v. Northern Pacific Railway Company et al.* October 10, 1910. Waive collection of \$94.95 on one car of chairs from Milwaukee, Wis., to Spokane, Wash., on account of excessive rate.

12443. *Full and Gibbs v. Northern Pacific Railway Company.* October 13, 1910. Refund of \$41.26 on one car of chairs from Superior, Wis., to Spokane, Wash., on account of excessive rate.

12444. *Standard Furniture House v. Northern Pacific Railway Company et al.* October 13, 1910. Refund of \$77.23 on one car of chairs from Sheboygan, Wis., to Spokane, Wash., on account of excessive rate.

12445. *Loose-Wiles Biscuit Company v. Northern Pacific Railway Company.* November 10, 1910. Refund of \$44 on seven cars of flour from Athena, Oreg., to Minneapolis, Minn., on account of excessive rate.

12446. *Thomas and Proetz Lumber Company v. Northern Pacific Railway Company et al.* November 23, 1910. Refund of \$12.72 on shipment of lumber from St. Louis, Mo., to Regina, Saskatchewan, on account of excessive rate.

12451. *A. B. Spencer Lumber Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* November 25, 1910. Refund of \$489.41 on six shipments of shingles from Frenier, La., to San Antonio, Tex., on account of excessive rate.

12461. *Union Fibre Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company.* September 27, 1910. Refund of \$15.20 on shipment of tow from Hammond, Wis., to Jamestown, N. Y., on account of excessive rate.

12465. *E. R. Barmore v. Southern Railway Company.* October 29, 1910. Refund of \$90.19 on two cars of lumber from Greenville, S. C., to Atlanta, Ga., on account of excessive rate.

12477. *W. T. Ferguson Lumber Company v. Houston, East and West Texas Railway Company.* November 23, 1910. Refund of \$4.37 on one car of lumber from Buck, Tex., to Rushville, Ill., on account of excessive rate.

12478. *Central Coal and Coke Company v. Union Pacific Railroad Company et al.* October 10, 1910. Refund of \$16.50 on one car of coal from Rock Springs, Wyo., to Cherry Creek, Idaho, on account of excessive rate.

12480. *H. J. Heinz Company v. Chicago, Rock Island and Pacific Railway Company et al.* November 9, 1910. Refund of \$16.42 on three shipments of kraut and brine from Muscatine, Iowa, to Cincinnati, Ohio, on account of excessive rate.

12481. *H. Reed v. Kansas City Southern Railway Company.* October 24, 1910. Refund of \$32 on one car of chatts from Joplin, Mo., to Drexel, Mo., on account of excessive rate.

12482. *Chattanooga Plow Company v. Southern Railway Company.* September 22, 1910. Refund of \$9.16 on one car of agricultural implements from Chattanooga, Tenn., to South Boston, Va., on account of excessive rate.

12489. *Delray Salt Company v. Chicago, St. Paul, Minneapolis and Omaha Railway Company et al.* October 6, 1910. Refund of \$15.15 on one car of salt from Washburn, Wis., to Leal, N. Dak., on account of excessive rate.

12490. *Ferguson and Palmer Company v. Yazoo and Mississippi Valley Railroad Company et al.* September 30, 1910. Waive collection of \$519.55 on two shipments of rails and fastenings from Longwood, Miss., to Richwood, Tenn., on account of excessive rate.

12491. *Dunbar Mill and Lumber Company v. Illinois Central Railroad Company.* September 30, 1910. Refund of \$3.24 on one car of lumber from Du Payster, Ky., to Chicago, Ill., on account of excessive rate.

12492. *Brennan and Carden v. Illinois Central Railroad Company.* October 13, 1910. Refund of \$6.78 on one car of barley from Marcus, La., to Chicago, Ill., on account of excessive minimum.

12493. *Douglas Brothers et al. v. Louisville and Nashville Railroad Company.* November 18, 1910. Refund of \$8.12 and waive collection of \$503.40 on eight cars of watermelons from Maunie and Epworth, Ill., and Wilborn, Ind., to Birmingham, Ala., on account of excessive rate.

12494. *Cloquet Lumber Company v. Northern Pacific Railway Company et al.* October 5, 1910. Refund of \$38.05 on three shipments of lumber from Cloquet, Minn., to Chicago, Ill., Milwaukee, Wis., and Layton Park, Wis., on account of excessive rate.

12495. *Ozark Cooperage and Lumber Company v. St. Louis and San Francisco Railroad Company et al.* October 25, 1910. Refund of \$8.67 on shipment of staves from Black Rock, Ark., to South Omaha, Nebr., on account of excessive rate.

12496. *E. G. Rall Grain Company v. St. Louis and San Francisco Railroad Company et al.* November 10, 1910. Refund of \$29.11 on shipment of corn from South Haven, Kans., to Verona, Mo., on account of excessive rate.

12508. *Post Pipe Company v. Kansas City Southern Railway Company et al.* November 3, 1910. Refund of \$44.77 on one car of old salt from Shreveport, La., to Texarkana, Tex., on account of excessive rate.

12510. *McCloud River Lumber Company v. Southern Pacific Company et al.* November 1, 1910. Refund of \$15.35 on one car of lumber from Sisson, Cal., to Seneca, Kans., on account of excessive rate.

12511. *Henderson-Loughton Company v. Southern Pacific Company.* November 10, 1910. Refund of \$46.49 on one car of potatoes from Munkers, Oreg., to Redding, Cal., on account of excessive rate.

12513 and 12514. *L. W. Leavenworth and Company v. Great Northern Railway Company.* November 4, 1910. Waive collection of \$2,983.45 on 19 cars of hay from Bantry, N. Dak., to Tacoma, Wash., on account of excessive rate.

12517. *The Weidman Company v. New Orleans and Northeastern Railroad Company et al.* October 29, 1910. Refund of \$13.06 on shipment of canned shrimp from New Orleans, La., to Cleveland, Ohio, on account of excessive rate.

12519. *W. H. Cox and Company v. Lake Shore and Michigan Southern Railway Company.* October 10, 1910. Refund of \$19.20 on two shipments of ties from Van, Pa., to Youngstown, Ohio, on account of excessive rate.

12520. *Leland G. Banning v. New Orleans, Mobile and Chicago Railroad Company et al.* October 24, 1910. Refund of \$16.86 on shipment of lumber from New Houlika, Miss., to Cincinnati, Ohio, on account of excessive rate.

12521. *Richmond Home Telephone Company v. Atchison, Topeka and Santa Fe Railway Company et al.* October 13, 1910. Waive collection of \$21.13 on shipment of cedar poles from Deer River, Minn., to Richmond, Mo., on account of excessive rate.

12522. *D. J. Gallagher v. Southern Pacific Company et al.* October 13, 1910. Refund of \$46.12 on one car of mules from El Paso, Tex., to Phoenix, Ariz., on account of excessive rate.

12523. *Massasoit Manufacturing Company v. Southern Railway Company et al.* November 28, 1910. Refund of \$26.70 on one car of cotton waste from Fall River, Mass., to Spartanburg, S. C., on account of excessive rate.

12526. *H. Channon Company v. Baltimore and Ohio Railroad Company.* September 27, 1910. Refund of \$1.23 on one car of old sails from Philadelphia, Pa., to Chicago, Ill., on account of excessive rate.

12527. *C. F. Thomas and Son v. Baltimore and Ohio Railroad Company.* October 6, 1910. Waive collection of \$36.76 on eight cars of brick from Buckeystown, Md., to Brentwood, Md., on account of excessive rate.

12531. *Thornton Fire Brick Company v. Baltimore and Ohio Railroad Company.* October 10, 1910. Refund of \$21.50 on shipment of brick from Thornton, W. Va., to Mountain Lake Park, Md., on account of excessive rate.

12534. *El Paso Bridge and Iron Company v. El Paso and Southwestern System.* October 25, 1910. Refund of \$115.20 on one car of bridge iron from St. Louis, Mo., to Duncan, Ariz., on account of excessive rate.

12535. *P. H. Goegegan v. Union Pacific Railroad Company.* September 30, 1910. Refund of \$10.50 on one car of hay from Hindrey, Nebr., to Hungerford, Colo., on account of excessive rate.

12536. *Wm. Buchanan v. Louisiana and Arkansas Railway Company et al.* October 29, 1910. Refund of \$5.26 on one car of lumber from Trout, La., to Centralia, Mo., on account of excessive rate.

12539. *Lee Street Baptist Sunday School v. Virginia and Southwestern Railway Company.* October 25, 1910. Refund of \$35 on account of excessive number of cars furnished for Sunday School excursion from Bristol, Va., to Fish Springs, Tenn.

12541. *Corno Mills Company v. Southern Railway Company et al.* November 4, 1910. Refund of \$11.31 on three cars of feed from East St. Louis, Ill., to Salisbury, N. C., and Spartanburg, etc., S. C., on account of excessive rate.

12542. *Wheeler-Timlin Lumber Company v. Chicago and Northwestern Railway Company.* November 4, 1910. Refund of \$9.62 on two shipments of lumber from Nashville and Marathon City, Wis., to Chicago and Rockford, Ill., on account of larger car being furnished than ordered.

12543. *Nat. Skinner and J. H. Merchant v. St. Louis, Iron Mountain and Southern Railway Company et al.* November 3, 1910. Refund of \$98.50 on account of nonallowance for loading and bedding stock cars from Lenapah and Inola, Okla., to Kansas City, St. Joseph, and St. Louis, Mo.

12545. *Louisiana Red Cypress Company v. Illinois Central Railroad Company et al.* October 5, 1910. Refund of \$2.65 on one car of shingles from Houma, La., to Sandoval, Ill., on account of excessive rate.

12546. *Hutchinson, Kansas, Salt Company v. Missouri Pacific Railway Company.* October 7, 1910. Refund of \$10.55 on one car of salt from Hutchinson, Kans., to Austin, Colo., on account of excessive minimum.

12548. *B. H. Lang and Company v. Illinois Central Railroad Company.* October 25, 1910. Refund of \$111.78 on 28 cars of corn and oats from St. Louis, Mo., to Nashville, Tenn., on account of nonallowance for elevation.

12549. *Standard Guano and Chemical Manufacturing Company v. Morgan's Louisiana and Texas Railroad and Steamship Company et al.* October 29, 1910. Refund of \$21.39 on shipment of empty blood sacks from New Orleans, La., to Fort Worth, Tex., on account of excessive rate.

12553. *Associated Oil Company v. Sunset Railroad Company et al.* October 4, 1910. Refund of \$41.05 on five cars of crude oil from Hazelton and Sunset, Cal., to Douglas and Bisbee, Ariz., on account of excessive rate.

12554. *New Etna Coal Company v. Southern Railway Company.* November 10, 1910. Refund of \$13 on shipment of coal from Whiteside, Tenn., to Belle Mina, Ala., on account of excessive rate.

12555. *J. W. Butler Paper Company v. New York Central and Hudson River Railroad Company et al.* November 19, 1910. Refund of \$4.16 on one car of printing paper from Carthage, N. Y., to Jackson, Tenn., on account of excessive rate.

12556. *Alex. King and Company v. Atchison, Topcka and Santa Fe Railway Company et al.* October 25, 1910. Refund of \$14.75 on shipment of building stone from Galesburg, Ill., to Fort Russell, Wyo., on account of excessive rate.

12558. *Proctor and Gamble Company v. Missouri, Kansas and Texas Railway Company et al.* October 29, 1910. Refund of \$52.85 on two cars of cotton-seed oil from Pflugerville, Tex., to Kansas City, Mo., on account of excessive rate.

12560. *Mary St. Methodist Sunday School v. Virginia and Southwestern Railway Company.* November 18, 1910. Waive collection of \$25 on excursion train from Bristol, Va., to Bluff City, Tenn., on account of excessive rate.

12563. *New Etna Coal Company v. Southern Railway Company.* October 29, 1910. Refund of \$15.70 on shipment of coal from Whiteside, Tenn., to Florence, Ala., on account of excessive rate.

12565. *Bergstrom Paper Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company et al.* November 10, 1910. Refund of \$16.45 on one car of machinery from Middletown, Ohio, to Neenah, Wis., on account of excessive rate.

12566. *General Chemical Company v. Pere Marquette Railroad Company et al.* October 18, 1910. Refund of \$60.11 on three cars of sulphite of sodium from Buffalo, N. Y., to Chicago, Ill., on account of excessive rate.

12567. *New Orleans Acid and Fertilizer Company v. Morgan's Louisiana and Texas Railroad and Steamship Company.* October 4, 1910. Refund of \$45.80 on three shipments of acid phosphate from New Orleans, La., to Houston, Tex., on account of excessive rate.

12568. *American Brake Shoe and Foundry Company v. Southern Railway Company et al.* September 22, 1910. Refund of \$8.29 on one car of brake shoes from Chattanooga, Tenn., to East St. Louis, Ill., on account of excessive rate.

12569. *Mathieson Alkali Works v. Norfolk and Western Railway Company et al.* October 11, 1910. Refund of \$65.67 on one car of soda ash from Saltville, Va., to Point Marion, Pa., on account of excessive rate.

12571. *Roddis Lumber and Vencer Company v. Chicago, Milwaukee and Gary Railway Company et al.* November 12, 1910. Refund of \$2.58 on one car of lumber from Park Falls, Wis., to Rockford, Ill., on account of excessive rate.

12573. *Floyd E. Smith v. Southern Pacific Company et al.* November 12, 1910. Waive collection of \$100 on shipment of household goods and livestock from Somerset, Mich., to Dallas, Oreg., on account of excessive rate.

12576. *W. H. Cox and Company v. Lake Shore and Michigan Southern Railway Company et al.* October 8, 1910. Refund of \$30.60 on two cars of ties from Van, Pa., to Edinburg, Pa., on account of excessive rate.

12578. *Valley Produce Company v. Pere Marquette Railroad Company et al.* October 6, 1910. Refund of \$3.79 on shipment of baled hay from Unionville, Mich., to South Boston, Mass., on account of excessive rate.

12583. *Sterling Manufacturing Company v. Illinois Central Railroad Company et al.* October 4, 1910. Refund of \$11.50 on one car of agricultural implements from Rock Falls, Ill., to Le Mars, Iowa, on account of excessive rate.

12584. *Geismar and Heymann v. Illinois Central Railroad Company.* October 29, 1910. Refund of \$71.77 on shipment of cotton linters from Brookhaven, Miss., to New Orleans, La., on account of excessive rate.

12590. *H. G. Schneider v. Southern Pacific Company et al.* October 7, 1910. Refund of \$56.32 on shipment of goats from Mesa, Ariz., to El Paso, Tex., on account of excessive rate.

12595. *A. J. Neimeyer Lumber Company v. Chicago, Rock Island and Pacific Railway Company et al.* November 19, 1910. Refund of \$57.36 on shipment of lumber from Becker, Ark., to Prairie Grove, Ark., on account of excessive rate.

12596. *Florance Brothers v. Northern Express Company.* November 15, 1910. Refund of \$4.25 on two shipments of fruit from Portland, Oreg., to Bellingham, Wash., on account of excessive rate.

12598. *California Pine Box and Lumber Company v. Southern Pacific Company.* November 22, 1910. Refund of \$1,131.37 on 60 cars of lumber from Verdi, Nev., to Truckee, Cal., on account of excessive rate.

12599. *Wood-Curtis Company v. Southern Pacific Company.* October 18, 1910. Refund of \$98.71 on one car of fruits and vegetables from Sacramento, Cal., to Medford, Oreg., on account of excessive rate.

12600. *George H. Bower v. Southern Pacific Company.* November 10, 1910. Waive collection of \$6.60 on shipment of personal effects from Tehama, Cal., to Portland, Oreg., on account of excessive rate.

12601. *H. Woods Company v. Atchison, Topcka and Santa Fe Railway Company.* October 21, 1910. Refund of \$32.08 and waive collection of \$22.50 on one car of cantaloupes from Rocky Ford, Colo., to Oklahoma City, Okla., on account of excessive rate.

12602. *Empire Elevator Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* November 11, 1910. Refund of \$124 on one car of oats from Ipswich, S. Dak., to Reeder, N. Dak., on account of excessive rate.

12614. *George H. Sidwell Company v. Illinois Central Railroad Company.* October 4, 1910. Refund of \$18.81 on shipment of corn from Charles City, Iowa, to Chicago, Ill., on account of excessive rate.

12621. *Beaver Dam Manufacturing Company v. Pere Marquette Railroad Company et al.* September 27, 1910. Refund of \$25.92 on shipment of wheels for grain drills from Laporte, Ind., to Beaver Dam, Wis., on account of excessive rate.

12622. *Blackman and Griffin Company v. American Express Company.* November 11, 1910. Refund of \$17.75 on shipment of butter from Ogden, Utah, to Spokane, Wash., on account of excessive rate.

12627. *Knadler and Lucas v. Illinois Central Railroad Company.* November 9, 1910. Refund of \$12.33 on shipment of vinegar and pickles from Louisville, Ky., to Ackerman, Miss., on account of excessive rate.

12629. *Alexander King and Company v. Atchison, Topeka and Santa Fe Railway Company et al.* November 4, 1910. Refund of \$35.20 on two shipments of building stone from Galesburg, Ill., to Fort Russell, Wyo., on account of excessive rate.

12630. *Kentucky Wagon Manufacturing Company v. Illinois Central Railroad Company.* November 3, 1910. Refund of \$126.25 on shipment of turned spokes from Curve, Tenn., to Louisville, Ky., on account of excessive rate.

12632. *James B. Clow and Sons v. Illinois Central Railroad Company et al.* October 28, 1910. Refund of \$10.20 on shipment of marble from Chicago, Ill., to Selma, Ark., on account of excessive rate.

12634. *S. M. Bamberger v. San Pedro, Los Angeles and Salt Lake Railroad Company.* November 10, 1910. Refund of \$211.45 on shipment of machinery from Stine, Nev., to Salt Lake City, Utah, on account of excessive rate.

12641. *H. W. Sloan Company v. Illinois Central Railroad Company.* November 18, 1910. Refund of \$68.17 on 100 bales of cotton lintners from Wesson, Miss., to New Orleans, La., on account of excessive rate.

12643. *Yawkey-Bissell Lumber Company v. Chicago and North Western Railway Company et al.* November 9, 1910. Refund of \$6.65 on 11 cars of lumber from Arbor Vitae and Hazelhurst, Wis., to various points, on account of non-allowance for stake equipment.

12645. *Gerlach Mercantile Company v. Southern Kansas Railway Company of Texas.* November 10, 1910. Refund of \$11.76 on three shipments of potatoes from Belle Plaine, Kans., to Canadian, Tex., on account of excessive rate.

12646. *Jos. Joseph and Brothers Company v. Central Railroad Company of New Jersey et al.* October 27, 1910. Refund of \$102.90 on four cars of scrap iron from Constable Hook, N. J., to Weatherly, Pa., on account of excessive rate.

12647. *Aurora Milling Company v. Chicago, Burlington and Quincy Railroad Company.* September 30, 1910. Refund of \$18.91 on two cars of flour and feed from Aurora, Nebr., to Guernsey, Wyo., on account of excessive rate.

12648. *Western Elevator Company v. Illinois Central Railroad Company.* October 4, 1910. Refund of \$14.61 on one car of corn from Rockwell City, Iowa, to Chicago, Ill., on account of excessive minimum.

12653. *Jno. A. Cross v. Pennsylvania Railroad Company et al.* November 18, 1910. Refund of \$123.06 on eight cars of ice from Chautauqua, N. Y., to Sanbury, Pa., on account of excessive rate.

12654. *Gulf Refining Company v. Missouri Pacific Railway Company et al.* November 9, 1910. Refund of \$16.81 on shipment of oil from New Orleans, La., to Nekoosa, Wis., on account of excessive rate.

12655. *Rogers Lumber Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company.* November 12, 1910. Refund of \$49.42 on two cars of sash and doors from Duluth, Minn., to Harbey and Drake, N. Dak., on account of excessive rate.

12659. *J. L. De Lucero v. Denver and Rio Grande Railroad Company.* November 10, 1910. Refund of \$6 on one car of lumber from Buckman, N. Mex., to Espanola, N. Mex., on account of excessive rate.

12660. *W. F. Purcell v. Atchison, Topeka and Santa Fe Railway Company.* November 15, 1910. Refund of \$133.88 on two cars of water from Crozier, Ariz., to Hualapai, Ariz., on account of excessive rate.

12664. *W. J. Lemp Brewing Company v. Kansas City Southern Railway Company et al.* October 19, 1910. Refund of \$16 on two cars of beer from St. Louis, Mo., to Mena, Ark., on account of excessive rate.

12665. *Billings Creamery Company v. Chicago, Burlington and Quincy Railroad Company.* October 10, 1910. Refund of \$12.06 on nine cars of butter from Ravenna, Nebr., to Billings, Mont., on account of excessive rate.

12666. *Daniel Grant v. Illinois Central Railroad Company.* November 28, 1910. Refund of \$64.72 on three cars of cottonseed hull shavings from Kosciusko, Miss., to Memphis, Tenn., on account of excessive rate.

12668. *Kansas City Cotton Seed Products Company v. Missouri Pacific Railway Company et al.* October 21, 1910. Refund of \$424.67 and waive collection of \$84.30 on five shipments of cottonseed from Falls City, Okla., to Kansas City, Mo., on account of excessive rate.

12671. *H. M. Preston v. St. Louis and San Francisco Railroad Company et al.* November 15, 1910. Refund of \$1,175.20 on 18 cars of wrought-iron pipe from Wheeling, W. Va., to Quapaw and Miami, Okla., on account of excessive rate.

12674. *Clay, Robinson and Company v. Grand Trunk Railway System et al.* November 19, 1910. Refund of \$97.91 on 12 cars of live stock from Michigan points to East Buffalo, N. Y., on account of excessive rate.

12675. *Aeme Lumber Company v. Southern Pacific Company.* November 23, 1910. Refund of \$12.36 on one car of lumber from Fort Bragg, Cal., to Gypsum, Kans., on account of excessive rate.

12678. *Kern County Land Company v. Southern Pacific Company.* November 4, 1910. Refund of \$1,349.92 on 22 cars of range cattle from Lovelock, Nev., to Famoso, Cal., on account of excessive rate.

12684. *Anheuser-Busch Brewing Association v. Missouri Pacific Railway Company et al.* November 10, 1910. Refund of \$41.72 on shipment of empties from Rock Springs, Wyo., to St. Louis, Mo., on account of excessive rate.

12687. *Saylorsburg Lake Ice Company v. Lehigh and New England Railroad Company et al.* November 21, 1910. Refund of \$42.90 on one car of ice from Saylorsburg, Pa., to Flagstown, N. J., on account of excessive rate.

12688. *Manierre-Yoc Company v. Illinois Central Railroad Company.* October 25, 1910. Refund of \$8.18 on one car of candy from Chicago, Ill., to Memphis, Tenn., on account of excessive rate.

12689. *McCloud River Lumber Company v. Southern Pacific Company.* November 12, 1910. Refund of \$18.05 on shipment of lumber from Sisson, Cal., to Protection, Kans., on account of excessive rate.

12702. *Norcross Brothers Company v. Adams Express Company.* November 10, 1910. Refund of \$40.77 on shipment of marble from Boston, Mass., to Washington, D. C., on account of excessive rate.

12705. *Wilkoff Brothers Company v. Pennsylvania Company*. November 11, 1910. Refund of \$40.77 on shipment of marble from Boston, Mass., to Youngstown, Ohio, on account of excessive rate.

12706. *New England Quartz Company v. Baltimore and Ohio Railroad Company et al.* October 13, 1910. Refund of \$18.80 on two cars of sand from Baltimore, Md., to Newark, N. J., on account of excessive rate.

12712. *American Lumber and Manufacturing Company v. Yazoo and Mississippi Valley Railroad Company*. October 21, 1910. Refund of \$11.88 on shipment of lumber from Bentonla, Miss., to Cincinnati, Ohio, on account of excessive rate.

12713. *J. J. White Lumber Company v. Illinois Central Railroad Company et al.* November 18, 1910. Refund of \$50.40 on shipment of lumber from McComb, Miss., to Plains, Kans., on account of excessive rate.

12714. *Sandoval Zinc Company v. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company et al.* November 7, 1910. Refund of \$20.06 on one car of spelter from Chicago, Ill., to Ironton, Ohio, on account of excessive rate.

12717. *Young and Cutsinger v. Illinois Central Railroad Company*. November 14, 1910. Refund of \$15.63 on one car of logs from Greenfield, Tenn., to Evansville, Ind., on account of excessive rate.

12718. *Clark and Wilson Lumber Company v. Oregon Railroad Company et al.* October 18, 1910. Refund of \$9.68 on one car of lumber from Linnton, Oreg., to Payette, Idaho, on account of excessive rate.

12719. *Aetna Powder Company v. Chicago and Eastern Illinois Railroad Company et al.* October 11, 1910. Refund of \$36.70 on two shipments of mixed acid from Fayville, Ill., to Aetna, Ind., on account of excessive rate.

12720. *Gibson Fruit Company v. Chicago and Eastern Illinois Railroad Company et al.* November 12, 1910. Refund of \$28.04 on shipment of peaches from Campbell, Mo., to Chicago, Ill., on account of excessive rate.

12721. *Great Western Cereal Company v. Chicago, Rock Island and Pacific Railway Company et al.* October 21, 1910. Refund of \$8 on shipment of molasses feed from Joliet, Ill., to Canton, Pa., on account of excessive rate.

12723. *De Witt Rice Mill Company v. St. Louis Southwestern Railway Company*. October 13, 1910. Refund of \$108.10 on one car of rice from De Witt, Ark., to Seattle, Wash., on account of excessive rate.

12726. *Broadwater Lumber Company v. Union Pacific Railroad Company et al.* October 21, 1910. Waive collection of \$125.84 on four cars of lumber and posts from Cosmopolis, etc., Wash., to Broadwater and Lisco, Nebr., on account of excessive rate.

12734. *New England Granite Works v. Boston and Maine Railroad Company et al.* October 28, 1910. Refund of \$18 on one car of granite curbing from Concord, N. H., to Hartford, Conn., on account of excessive rate.

12736. *Philip Klein v. Illinois Central Railroad Company et al.* October 11, 1910. Refund of \$6.29 on shipment of sugar from Plaquemine, La., to Evansville, Ind., on account of excessive rate.

12740. *J. R. Bradley and Company v. Union Pacific Railroad Company et al.* October 28, 1910. Refund of \$106.75 on one car of rails and spikes from Huntington, W. Va., to Reno, Nev., on account of excessive rate.

12742. *Black Hills Hide and Fur Company v. Chicago, Burlington and Quincy Railroad Company*. October 17, 1910. Refund of \$63.78 on one car of hides and tallow from Crawford, Nebr., to Chicago, Ill., on account of excessive rate.

12768. *J. C. West and Company v. Illinois Central Railroad Company et al.* November 12, 1910. Refund of \$75.60 on shipment of corn to Memphis, Tenn., on account of nonabsorption of transit charges.

12769. *Yates and Donelson v. Illinois Central Railroad Company et al.* October 25, 1910. Refund of \$37.71 on shipment of corn from Gilman, Ill., to Memphis, Tenn., on account of nonabsorption of transit charges.

12774. *Columbian Rope Company v. Lehigh Valley Railroad Company et al.* October 14, 1910. Waive collection of \$43.70 on three shipments of sisal hemp from Hoboken, N. J., to Auburn, N. Y., on account of excessive rate.

12777. *Wellington Piano Case Company v. New York, New Haven and Hartford Railroad Company et al.* November 3, 1910. Refund of \$99.52 on nine cars of lumber from West Rindge, N. H., to Leominster, Mass., on account of excessive rate.

12779. *Warren Manufacturing Company v. Pennsylvania Railroad Company.* November 23, 1910. Refund of \$93.95 on 136 shipments of wrapping paper from Riegelsville and Milford, N. J., to Philadelphia, Pa., and New York, N. Y., on account of excessive rate.

12780. *H. T. Hotchkiss v. Chicago, Burlington and Quincy Railroad Company et al.* November 10, 1910. Waive collection of \$55.08 on one car of cottonseed cake from Forrest City, Ark., to Pulaski, Iowa, on account of excessive rate.

12781. *American Bridge Company of New York v. Philadelphia, Baltimore and Washington Railroad Company et al.* October 28, 1910. Refund of \$29.87 on six cars of scrap iron from Perryville, Md., to Pencoed, Pa., on account of excessive rate.

12783. *Western Cooperage Company v. Southern Pacific Company et al.* October 25, 1910. Refund of \$43.38 on one car of staves and headings from Houlton, Oreg., to Keene, Cal., on account of excessive rate.

12785. *Jungk and Fabian v. Union Pacific Railroad Company et al.* November 10, 1910. Refund of \$82.56 on four cars of canned goods from Tripoli, Iowa, to Ogden and Salt Lake City, Utah, on account of excessive rate.

12788. *S. P. Wetherill Company v. Pennsylvania Railroad Company.* October 25, 1910. Refund of \$17.88 on two cars of lime from Camden, N. J., to North Philadelphia, Pa., on account of excessive rate.

12790. *Moore and Munger v. Pennsylvania Railroad Company.* October 25, 1910. Refund of \$57.23 on three cars of clay from Philadelphia, Pa., to Yardville, N. J., on account of excessive rate.

12791. *Hallidie Machinery Company v. Great Northern Railway Company et al.* November 10, 1910. Refund of \$30.78 on shipment of sand (with machinery) from Philadelphia, Pa., to Seattle, Wash., on account of excessive rate.

12794. *F. C. Walker v. Southern Pacific Company.* October 25, 1910. Waive collection of \$20.79 on shipment of peach pits from Vina, Cal., to Portland, Oreg., on account of excessive rate.

12808. *Oregon Lime and Plaster Company v. Oregon Railroad and Navigation Company.* November 18, 1910. Refund of \$6.25 on one car of plaster from Lime, Oreg., to Walla Walla, Wash., on account of excessive rate.

12816. *G. L. and S. A. Thomas v. Baltimore and Ohio Railroad Company et al.* October 25, 1910. Refund of \$70.78 on four cars of wheat from Dickerson, Md., to Statesville, etc., N. C., on account of excessive rate.

12823. *Roddis Lumber and Vencer Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* October 20, 1910. Refund of \$17.27 on one car of wood from Marshfield, Wis., to Louisville, Ky., on account of excessive rate.

12825. *Faulk and Clark v. New Orleans and Northwestern Railroad Company et al.* October 17, 1910. Refund of \$44.10 on seven cars of feed from New Orleans, La., to West Monroe, La., on account of excessive rate.

12826. *Vulcan Iron Works v. Pennsylvania Railroad Company.* November 15, 1910. Refund of \$13.93 on one car of scrap-iron wheels from Meadows, N. J., to Wilkes-Barre, Pa., on account of excessive rate.

12838. *Ash Grove Lime and Portland Cement Company v. Chicago, Burlington and Quincy Railroad Company et al.* October 29, 1910. Refund of \$8.55 on one car of cement from Chanute, Kans., to Fremont, Nebr., on account of excessive rate.

12839. *Ash Grove Lime and Portland Cement Company v. Chicago, Burlington and Quincy Railroad Company et al.* October 29, 1910. Refund of \$26.60 on four cars of cement from Chanute, Kans., to Nebraska points, on account of excessive rate.

12840. *United States Leather Company v. Chicago and North Western Railway Company et al.* October 29, 1910. Refund of \$41.73 on three cars of leather from Chicago, Ill., to St. Louis, Mo., on account of excessive rate.

12841. *St. James Timber Company v. Morgan's Louisiana and Texas Railroad and Steamship Company.* November 25, 1910. Refund of \$423.36 on five shipments of shingles from Frenier, La., to Austin and Fort Worth, Tex., on account of excessive rate.

12849. *Dubuque Casket Company v. Illinois Central Railroad Company et al.* October 28, 1910. Refund of \$3.25 on five cars of caskets from Dubuque, Iowa, to Barron, Wis., on account of excessive rate.

12854. *Mark Shultis v. Rutland Railroad Company et al.* October 25, 1910. Refund of \$44.80 on one car of corn from Ogdensburg, N. Y., to New Market, N. H., on account of excessive rate.

12869. *Alex. Sprunt and Son v. Monroe Railroad Company et al.* October 29, 1910. Refund of \$315.99 on 19 shipments of cotton from Monroe, Ga., to Wilmington, N. C., on account of excessive rate.

12871. *Norton-Morgan Commercial Company v. Southern Pacific Company.* November 10, 1910. Refund of \$9.88 and waive collection of \$12.42 on one car of potatoes from Chemawa, Oreg., to Willcox, Ariz., on account of excessive rate.

12874. *Price Cereal Products Company v. Chicago, Burlington and Quincy Railroad Company et al.* October 25, 1910. Refund of \$15 on one car of rolled oats from Rochelle, Ill., to Oklahoma City, Okla., on account of excessive rate.

12875. *American Brake Shoe and Foundry Company v. Southern Railway Company et al.* October 29, 1910. Refund of \$6.42 on shipment of brake shoes from Chattanooga, Tenn., to New Orleans, La., destined to Houston, Tex., on account of excessive rate.

12883. *B. Lowenstein and Brothers Dry Goods Company v. Yazoo and Mississippi Valley Railroad Company et al.* November 9, 1910. Refund of \$27.66 on three cars of dry goods and notions from Memphis, Tenn., to Schriever, La., on account of excessive rate.

12888. *Hydraulic Press Brick Company v. Missouri Pacific Railway Company et al.* October 21, 1910. Refund of \$24.70 on shipment of brick from Howards, Mo., to Little Rock, Ark., on account of excessive rate.

12889. *John Deere Plow Company v. Oregon Railroad and Navigation Company et al.* October 17, 1910. Refund of \$24 on shipment of vehicles from Moline, Ill., to Pendleton, Oreg., on account of excessive rate.

12892. *Chicago House Wrecking Company v. Chicago, Cincinnati and Louisville Railway Company.* October 25, 1910. Refund of \$14.52 on one car of refrigerators from Chattanooga, Tenn., to Chicago, Ill., on account of excessive rate.

12893. *J. C. Hubinger Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* October 25, 1910. Refund of \$93.31 on one car of starch from Keokuk, Iowa, to Louisville, Ky., on account of excessive rate.

12896. *Dawson and McElhinney v. Atchison, Topeka and Santa Fe Railway Company.* October 21, 1910. Refund of \$47.56 and waive collection of \$5.36 on one car of apples from Cañon City, Colo., to Guthrie, Okla., on account of excessive rate.

12900. *Fakes and Company v. Houston and Texas Central Railroad Company et al.* November 25, 1910. Refund of \$31.93 on shipment of furniture from Winston-Salem, N. C., to Fort Worth, Texas, on account of excessive minimum.

12914. *Harrisburg Feed and Grain Company v. Pennsylvania Railroad Company et al.* November 10, 1910. Refund of \$29.05 on one car of wheat from Duncannon, Pa., to Fulton, Md., on account of excessive rate.

12917. *Yawkey-Bissell Lumber Company v. Chicago and North Western Railway Company et al.* November 18, 1910. Refund of 67 cents on one car of lumber from Hazelhurst, Wis., to Malta, Ill., on account of nonallowance for stake equipment.

12918. *Wheeler-Holden Company v. Louisville and Nashville Railroad Company et al.* November 15, 1910. Refund of \$37.92 on five cars of ties from Williamsburg and Wofford, Ky., to Buffalo, N. Y., on account of excessive rate.

12927. *Waterloo Canning Corporation v. Illinois Central Railroad Company et al.* November 22, 1910. Refund of \$17.74 on shipment of canned corn from Independence, Iowa, to Salt Lake City, Utah, on account of excessive rate.

12928. *Berlin Brick Company v. Philadelphia, Baltimore and Washington Railroad Company.* November 10, 1910. Refund of \$43.19 on one car of sand from Conowingo, Md., to Berlin, Md., on account of excessive rate.

12959. *Southern Clay Products Company v. Central of Georgia Railway Company.* November 12, 1910. Refund of \$12.03 on two shipments of fire clay from Chattanooga, Tenn., to Missionary Ridge, Ga., on account of excessive rate.

12962. *Union Bag and Paper Company v. Chicago and North Western Railway Company.* November 12, 1910. Refund of \$1,239.05 on 51 cars of wrapping paper from Sandy Hill, Ballston, and Hadley, N. Y., to Kaukauna, Wis., on account of excessive rate.

12967. *Star Manufacturing Company v. Chicago and North Western Railway Company.* November 15, 1910. Refund of \$14.74 on shipment of lumber from Couderay, Wis., to Carpentersville, Ill., on account of excessive rate.

12968. *Du Pont Powder Company v. Southern Pacific Company et al.* November 12, 1910. Refund of \$231.90 on five cars of paraffin wax from Florence, Colo., to Hercules, Cal., on account of excessive rate.

12970. *John Nix and Company v. Atlantic Coast Line Railroad Company.* November 10, 1910. Refund of \$113.94 on shipment of barrel material from B-189 Mile Post, N. C., to Hastings, Fla., on account of excessive rate.

12977. *Goff-Kirby Coal Company v. New York, Chicago and St. Louis Railroad Company et al.* November 15, 1910. Refund of \$9.02 on five cars of ice from East Towas, Mich., to Willoughby, Ohio, on account of nonallowance for shrinkage.

12979. *Associated Oil Company v. Sunset Railroad Company.* October 28, 1910. Refund of \$57.28 on seven shipments of crude oil from Hazelton, Cal., to Bisbee, Ariz., on account of excessive rate.

12982. *Empire Chair Company v. Virginian and Southwestern Railway Company et al.* November 7, 1910. Refund of \$50.10 on shipment of chair stock from Elizabethton, Tenn., to Westminster, Mass., on account of excessive rate.

13000. *Bennett and Witte v. Gulf and Ship Island Railroad Company et al.* November 10, 1910. Refund of \$9.20 on shipment of lumber from Connors Mill, Miss., to Hartford City, Ind., on account of excessive rate.

13005. *Central Granaries Company v. Chicago, Burlington and Quincy Railroad Company.* November 18, 1910. Refund of \$18.84 on six cars of wheat from Bellwood, Nebr., to various points, on account of excessive rate.

13014. *G. L. Marsh v. Colorado and Southern Railway Company et al.* November 10, 1910. Refund of \$145 on four cars of cement plaster from Acme, Tex., to Clayton, N. Mex., on account of excessive rate.

13018. *Virginia-Carolina Chemical Company v. Atlantic Coast Line Railroad Company.* November 10, 1910. Refund of \$30.70 on four cars of fertilizer from Pinders Point, Va., to Habgood, N. C., on account of excessive rate.

13022. *Potts Powder Company v. Philadelphia and Reading Railroad Company et al.* November 10, 1910. Refund of \$83.95 on seven cars of niter cake from Reynolds, Pa., to Constable Hook, N. J., on account of excessive rate.

13032. *Etiwan Fertilizer Company v. Atlantic Coast Line Railroad Company.* November 23, 1910. Refund of \$4.60 on one car of fertilizer from Charleston, S. C., to Rowland, N. C., on account of excessive rate.

13034. *Coffeyville Mercantile Company v. Missouri Pacific Railway Company et al.* November 18, 1910. Refund of \$130.79 on one car of canned tomatoes from Croker, Mo., to Coffeyville, Kans., on account of excessive rate.

13035. *International Harvester Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* November 12, 1910. Refund of \$10.97 on one car of agricultural implements from Auburn, N. Y., to Eau Claire, Wis., on account of excessive rate.

13041. *R. D. Cole Manufacturing Company v. Atlantic Coast Line Railroad Company et al.* November 12, 1910. Refund of \$200.84 on two shipments of mill stones from Accord, N. Y., to Newnan, Ga., on account of excessive rate.

13044. *Rogers Terra Cotta Company v. Pennsylvania Railroad Company.* November 15, 1910. Refund of \$46.64 on three cars of terra cotta from Stanwick Avenue, N. J., to New York and Brooklyn, N. Y., on account of excessive rate.

13051. *Utah Oil Refining Company v. Southern Pacific Company et al.* November 23, 1910. Refund of \$372.73 on one car of fuel oil from Monarch, Cal., to Provo, Utah, on account of excessive rate.

13056. *Oriental Cement and Plaster Company v. Eastern Railway of New Mexico.* November 9, 1910. Refund of \$93 on 31 cars of water from Carlsbad, N. Mex., to Oriental, N. Mex., on account of excessive rate.

13058. *Virginia-Carolina Chemical Company v. Mobile and Ohio Railroad Company.* November 18, 1910. Refund of \$27 on three shipments of fertilizer from Montgomery, Ala., to Derma and Vardaman, Miss., on account of excessive rate.

13073. *Great Western Cereal Company v. Chicago and Alton Railroad Company.* October 25, 1910. Refund of \$8 on shipment of stock feed from Joliet, Ill., to Norfolk, Va., on account of excessive rate.

13076. *J. A. Dumaine and Company v. Louisiana Railway and Navigation Company et al.* November 12, 1910. Refund of \$87.63 on shipment of sugar returned from Texarkana, Ark., to New Orleans, La., on account of excessive rate.

13077. *General Chemical Company v. Northern Central Railway Company et al.* November 10, 1910. Refund of \$11.72 on one car of epsom salts from Baltimore, Md., to Laurel Siding, N. Y., on account of excessive rate.

13086. *McClenahan Granite Company v. Pennsylvania Railroad Company et al.* November 15, 1910. Refund of \$154.72 on six cars of stone from Port Deposit, Md., to Hagerstown, Md., on account of excessive rate.

13087. *Crown Oil and Wax Company v. Baltimore Steam Packet Company et al.* November 10, 1910. Refund of \$2.97 on four shipments of oil from Baltimore, Md., to New Bern and Sunbury, N. C., on account of excessive rate.

13088. *Sunderland Brothers Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 10, 1910. Refund of \$9.50 on shipment of cement from Iola, Kans., to Hamburg, Iowa, on account of excessive rate.

13093. *Hummelstown-Brown-Stone Company v. Philadelphia and Reading Railway Company.* November 18, 1910. Refund of \$91.74 on three cars of brick from Brownstone, Pa., to Hopewell, N. J., on account of excessive rate.

13098. *Anderson-Tully Company v. St. Louis and San Francisco Railroad Company.* November 15, 1910. Refund of \$24.53 on one car of egg cases and fillers from Memphis, Tenn., to Mammoth Springs, Ark., on account of excessive rate.

13102. *Louis Beddingfield v. Southern Express Company.* November 28, 1910. Refund of \$6.60 on four cars of cantaloupes from Macon, Ga., to Nashville, Tenn., on account of excessive rate.

13105. *Osecola Mill and Elevator Company v. Minneapolis, St. Paul and Sault Ste. Marie Railway Company et al.* November 9, 1910. Refund of \$22.05 on one car of rye flour from St. Croix Falls, Wis., to New York, N. Y., on account of excessive rate.

13107. *Textile Mills Corporation v. Illinois Central Railroad Company.* November 4, 1910. Refund of \$35.34 on two cars of cotton rope from Wisson, Miss., to New Orleans, La., on account of excessive rate.

13108. *R. E. O'Flynn v. Tennessee Central Railroad Company et al.* November 10, 1910. Refund of \$42.17 on three cars of tobacco from Clarksville, Tenn., to Owensboro, Ky., on account of excessive rate.

13114. *C. W. Greenlee v. Southern Pacific Company et al.* November 18, 1910. Refund of \$14 on one car of emigrant outfit from Bellevue, Idaho, to Bakersfield, Cal., on account of excessive rate.

13118. *Dawson and McElhinney v. Atchison, Topeka and Santa Fe Railway Company et al.* November 4, 1910. Refund of \$52.92 on shipment of apples from Cañon City, Colo., to Guthrie, Okla., on account of excessive rate.

13131. *Burton-Swartz Cypress Company v. Texas and Pacific Railway Company et al.* November 18, 1910. Refund of \$27.09 on shipment of household goods from Burton, La., to Newton, Miss., on account of excessive rate.

13136. *Ward Brothers v. Atchison, Topeka and Santa Fe Railway Company.* November 22, 1910. Refund of \$4.72 and waive collection of \$0.22 on four shipments of potatoes from Floyd and Atherton, Mo., to Kansas City, Mo., on account of excessive rate.

13137. *Marshall Wholesale Grocery Company v. Texarkana and Fort Smith Railway Company et al.* November 19, 1910. Refund of \$63.36 on one car of cartridges from Bridgeport, Conn., to Texarkana, Ark., on account of excessive rate.

13138. *Atlanta Steel Company v. Louisville and Nashville Railroad Company et al.* November 21, 1910. Refund of \$130.70 on one car of ferro-silicon from Lockport, N. Y., to Atlanta, Ga., on account of excessive rate.

13148. *National Casket Company v. Boston and Maine Railroad Company et al.* November 7, 1910. Refund of \$28.12 on two cars of lumber from Burleyville, N. H., to Hoboken, N. J., on account of excessive rate.

13152. *H. Viener v. Yazoo and Mississippi Valley Railroad Company et al.* November 10, 1910. Refund of \$51 on one car of bones from Natchez, Miss., to Louisville, Ky., on account of excessive rate.

13153. *Portsmouth Steel Company v. Baltimore and Ohio Southwestern Railroad Company et al.* November 15, 1910. Refund of \$38.46 on two cars of tie plates from Portsmouth, Ohio, to Jamaica, N. Y., on account of excessive rate.

13162. *Miller and Company v. Southern Pacific Company et al.* November 23, 1910. Refund of \$68.19 on three cars of coal from Rock Springs, Wyo., to Virginia City, Nev., on account of excessive rate.

13164. *Barteldes Seed Company v. Colorado and Southern Railway Company et al.* November 21, 1910. Refund of \$8 on one car of oyster shells from Galveston, Tex., to Denver, Colo., on account of excessive rate.

13174. *Stover Manufacturing Company v. Illinois Central Railroad Company.* November 22, 1910. Refund of \$1.05 on three boxes of electric goods from Freeport, Ill., to Madison, Wis., on account of excessive rate.

13175. *Detroit Copper Mining Company v. Texas and Pacific Railway Company.* November 10, 1910. Refund of \$67.39 on one car of bar iron from Fort Worth, Tex., to Morenci, Ariz., on account of excessive rate.

13185. *Taylor Brothers v. Pennsylvania Railroad Company et al.* November 15, 1910. Refund of \$15 on one car of land plaster from Philadelphia, Pa., to Coopers Point, N. J., on account of excessive rate.

13190. *Oriental Cement and Plaster Company v. Atchison, Topeka and Santa Fe Railway Company.* November 15, 1910. Refund of \$1,364.94 on two cars of wall plaster from Oriental, N. Mex., to Santa Ana and Los Angeles, Cal., on account of excessive rate.

13192. *F. M. Mettler v. Southern Pacific Company et al.* November 28, 1910. Refund of \$391.72 on one car of grapes from Lodi, Cal., to Menno, S. Dak., on account of excessive rate.

13193. *John Mettler v. Southern Pacific Company et al.* November 25, 1910. Refund of \$327.54 on one car of grapes from Armstrong, Cal., to Menno, S. Dak., on account of excessive rate.

13201. *New York Central Iron Works v. New York Central and Hudson River Railroad Company et al.* November 23, 1910. Refund of \$6 on shipment of heaters from Geneva, N. Y., to Fort Leavenworth, Kans., on account of larger car being furnished than ordered.

13207. *Lynchburg Foundry Company v. Chesapeake and Ohio Railway Company et al.* November 4, 1910. Refund of \$70.78 on five cars of cast-iron pipe from Lynchburg, Va., to Coney Island, N. Y., on account of excessive rate.

13210. *H. H. Peterson et al. v. Chicago and North Western Railway Company.* November 16, 1910. Refund of \$32.45 on one car of sheep from Whiting, Iowa, to South Omaha, Nebr., on account of larger car being furnished than ordered.

13211. *Butterfield Lumber Company v. Illinois Central Railroad Company et al.* November 10, 1910. Refund of \$14.54 on one car of lumber from Norfield, Miss., to Lindsay, Ontario, on account of excessive rate.

13214. *Union Tanning Company v. Baltimore and Ohio Railroad Company et al.* November 18, 1910. Refund of \$40.45 on two shipments of epsom salts from New York N. Y., to Paw Paw, W. Va., on account of excessive rate.

13216. *Standard Lime and Stone Company v. Baltimore and Ohio Railroad Company.* November 15, 1910. Refund of \$1,441.11 on 15 shipments of crushed stone from Martinsburg, W. Va., to Lumberport, W. Va., on account of excessive rate.

13229. *Cudahy Packing Company v. Denver and Rio Grande Railroad Company.* November 3, 1910. Refund of \$51.89 on one car of soap from South Omaha, Nebr., to Dragon, Utah, on account of excessive rate.

13241. *Haverhill Cement Stone Company v. Boston and Maine Railroad.* November 4, 1910. Refund of \$49.88 on two cars of sand from Westville, N. H., to Lawrence, Mass., on account of excessive rate.

13246. *Armour and Company v. Missouri Pacific Railway Company et al.* November 10, 1910. Refund of \$109.80 on six cars of salt from Kanapolis and Lyons, Kans., to Sioux City, Iowa, on account of excessive rate.

13254. *Jno. L. Wingo and Company et al. v. Seaboard Air Line Railway Company et al.* November 23, 1910. Refund of \$83.62 on seven shipments of tobacco from Warrenton, N. C., to Richmond, Va., on account of excessive rate.

13272. *Russell-Miller Milling Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 4, 1910. Refund of \$10.55 on one car of flour from Dickinson, N. Dak., to Kirby, Wyo., on account of excessive rate.

13276. *Warren Dilly Tie and Timber Company, Limited, v. Louisville and Nashville Railroad Company.* November 18, 1910. Refund of \$516.45 on shipment of cross-ties from Waveland, Miss., to New Orleans, La., on account of excessive rate.

13279. *James Henry v. Oregon Railroad and Navigation Company et al.* November 12, 1910. Refund of \$5 on shipment of cattle from Joseph, Oreg., to Seattle, Wash., on account of excessive rate.

13280. *Jos. Schlitz Brewing Company v. Arizona and Eastern Railroad Company et al.* November 10, 1910. Refund of \$131.03 on one car of empty beer packages from Globe, Ariz., to Milwaukee, Wis., on account of excessive rate.

13282. *Chas. Webster v. Philadelphia, Baltimore and Washington Railroad Company et al.* November 12, 1910. Refund of \$36.18 on two cars of canned tomatoes from New Market, Md., to Hartford, Conn., on account of excessive rate.

13283. *Standard Oil Company v. Boston and Maine Railroad Company et al.* November 12, 1910. Refund of \$137.09 on 16 cars of petroleum gas oil from Boston, Mass., to Lewiston, Me., on account of excessive rate.

13290. *Dells Paper and Pulp Company v. Cleveland, Cincinnati, Chicago and St. Louis Railway Company et al.* November 12, 1910. Refund of \$3.22 on one car of wooden cores from La Fayette, Ind., to Eau Claire, Wis., on account of excessive rate.

13299. *Joseph Derlin v. Pennsylvania Railroad Company et al.* November 15, 1910. Refund of \$51.89 on two cars of oyster shells from Philadelphia, Pa., to Bridgeton, etc., N. J., on account of excessive rate.

13304. *Imperial Tobacco Company of Canada v. Old Dominion Steamship Company et al.* November 28, 1910. Refund of \$2.88 on one car of tobacco from Richmond, Va., to Montreal, Quebec, on account of excessive rate.

13315. *Union Mining Company v. Pennsylvania Railroad Company et al.* November 15, 1910. Refund of \$6.45 on one car of clay from Mount Savage, Md., to Worcester, Mass., on account of excessive rate.

13318. *Engert, House and Company v. Norfolk and Western Railway Company et al.* November 12, 1910. Refund of \$2.06 on two shipments of plumbers' tools from Abingdon, Va., to Johnson City, Tenn., on account of excessive rate.

13323. *A. Morrison v. Chicago, Rock Island and Pacific Railway Company et al.* November 22, 1910. Refund of \$17.40 on one car of potatoes from Shawnee, Okla., to Fort Worth, Tex., on account of excessive minimum.

13331. *Union Tanning Company v. Norfolk and Western Railway Company et al.* November 10, 1910. Refund of \$207.73 on five cars of green salted hides from New York, N. Y., to Johnson City, Tenn., on account of excessive rate.

13332. *New Etna Coal Company v. Nashville, Chattanooga and St. Louis Railway.* November 7, 1910. Refund of \$24.14 on shipment of blacksmith coal from Whiteside, Tenn., to Wharton, Tex., on account of excessive rate.

13337. *Brown Paper Company v. Chicago, Burlington and Quincy Railroad Company.* November 29, 1910. Refund of \$83.95 on 16 cars of straw from Louisiana, Canton, etc., Mo., to Madison, Iowa, on account of excessive rate.

13343. *Kauffman-Davidson-Semmel v. Oregon Short Line Railroad Company et al.* November 12, 1910. Refund of \$337.42 on eight cars of hides from Wamsutter, Wyo., to Salt Lake City, Utah, on account of excessive rate.

13344. *American Steel and Wire Company v. Atchison, Topeka and Santa Fe Railway Company et al.* November 18, 1910. Refund of \$18.08 on one car of staples, nails, fencing, etc., from Waukegan, Ill., to Bluff City, Kans., on account of excessive rate.

13347. *Peruvian Guano Company v. Atlantic Coast Line Railroad Company.* November 12, 1910. Refund of \$11.60 on two cars of fertilizer from Charleston, S. C., to Enfield and Rowland, N. C., on account of excessive minimum.

13348. *Union Guano Company v. Atlantic Coast Line Railroad Company.* November 12, 1910. Refund of \$5.50 on one car of fertilizer from Charleston, S. C., to Marvin, N. C., on account of excessive weight.

13350. *Wm. J. Lemp Brewing Company v. Atchison, Topeka and Santa Fe Railway Company et al.* November 10, 1910. Refund of \$20.31 on shipment of empty beer packages from Las Animas, Colo., to St. Louis, Mo., on account of excessive rate.

13352. *Pendleton Grain Company v. Illinois Central Railroad Company.* November 19, 1910. Refund of \$83.77 on 16 cars of grain, on account of nonallowance for elevation at East St. Louis, Ill., and St. Louis, Mo.

13357. *The Coc-Mortimer Company v. Atlantic Coast Line Railroad Company.* November 12, 1910. Refund of \$6.24 on shipment of fertilizers from Charleston, S. C., to Raynham, N. C., on account of excessive minimum.

13358. *German Kali Works v. Atlantic Coast Line Railroad Company.* November 22, 1910. Refund of \$5.20 on shipment of fertilizers from Charleston, S. C., to Rennert, N. C., on account of excessive minimum.

13379. *Exchange Cotton and Linseed Meal Company v. Union Pacific Railroad Company et al.* November 15, 1910. Refund of \$16.25 on three cars of oil meal from Minneapolis, Minn., to St. Marys, Kans., on account of excessive rate.

13382. *Curtis Brothers and Company v. Southern Pacific Company et al.* November 15, 1910. Refund of \$24.60 on one car of lumber from Lang, Cal., to Sioux City, Iowa, on account of excessive rate. This shipment omitted from application in No. 11196.

13389. *Ph. Zang Brewing Company v. Chicago, Burlington and Quincy Railroad Company.* November 12, 1910. Refund of \$19.21 on shipment of bungs from St. Louis, Mo., to Denver, Colo., on account of excessive rate.

13390. *McCray Refrigerator Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* November 12, 1910. Refund of \$2.51 on shipment of one refrigerator from Kendallville, Ind., to Pewaukee, Wis., on account of excessive rate.

13392. *Mapes Formula and Peruvian Guano Company v. Ocean Steamship Company of Savannah et al.* November 12, 1910. Refund of \$163.88 on 23 shipments of fertilizer from New York, N. Y., to Jacksonville, Fla., on account of excessive rate.

13393. *Decatur Coal Company v. Vandalia Railroad Company.* November 22, 1910. Refund of \$13.32 on three cars of coal from Macksville, Ind., to Decatur, Ill., on account of excessive rate.

13396. *J. H. Teasdale Commission Company v. Illinois Central Railroad Company.* November 12, 1910. Refund of \$22.50 on five cars of wheat from East St. Louis, Ill., to Lebanon, Tenn., on account of nonallowance for elevation.

13397. *O. W. Ketcham v. Pittsburg, Shawmut and Northern Railroad Company et al.* November 12, 1910. Refund of \$280.49 on 19 cars of hollow brick from Kaulmont, Pa., to Washington, D. C., on account of excessive rate.

13406. *Globe Furniture Company v. Louisville and Nashville Railroad Company et al.* November 15, 1910. Refund of \$11.43 on one car of furniture from Evansville, Ind., to Tunica, Miss., on account of excessive rate.

13418. *Marsh Commission Company v. St. Louis, Iron Mountain and Southern Railway Company.* November 18, 1910. Refund of \$96.05 on eight cars of hay from Pine Bluff, Ark., to Clark and Standard, La., on account of excessive rate.

13419. *Wheeler-Holden Company v. Louisville and Nashville Railroad Company.* November 22, 1910. Refund of \$103.60 on three shipments of cross-ties from Myers, Ky., to Cincinnati, Ohio, on account of excessive rate.

13425. *Huttig Manufacturing Company v. Northern Pacific Railway Company.* November 17, 1910. Waive collection of \$82.50 on one car of doors from Spokane, Wash., to Billings, Mont., on account of excessive rate.

13426. *North Carolina Cotton Oil Company v. Virginian Railway Company et al.* November 19, 1910. Refund of \$24.70 on one car of cottonseed from Mays and Crowders Spur, Va., to Henderson, N. C., on account of excessive rate.

13438. *Birmingham Oil Company v. Mobile and Ohio Railroad Company.* November 18, 1910. Refund of \$23.90 on one car of cottonseed from Tupelo, Miss., to Birmingham, Ala., on account of excessive rate.

13450. *Memphis Furniture Manufacturing Company v. Louisville and Nashville Railroad Company et al.* November 29, 1910. Refund of \$19.65 on one car of furniture from Cincinnati, Ohio, to Memphis, Tenn., on account of excessive rate.

13452. *Birmingham Railway, Light and Power Company v. New Orleans and Northeastern Railroad Company et al.* November 25, 1910. Refund of \$94.56 on eight cars of creosoted poles from Slidell, La., to Bessemer, Ala., on account of excessive rate.

13455. *Midland Linseed Company v. Chicago, Milwaukee and St. Paul Railway Company et al.* November 16, 1910. Refund of \$6 on one car of linseed oil meal from Minneapolis, Minn., to Abilene, Kans., on account of excessive rate.

13458. *J. P. Peters Commission Company v. Chicago, Rock Island and Pacific Railway Company et al.* November 22, 1910. Refund of \$94.24 on 21 shipments of cattle from Benonine, Tex., to Kansas City, Mo., on account of excessive rate.

13459. *Fort Smith Coffee Company v. Kansas City Southern Railway Company et al.* November 22, 1910. Refund of \$173.58 on eight cars of coffee from New Orleans, La., to Fort Smith, Ark., on account of excessive rate.

13483. *Naugle Pole and Tie Company v. Chicago and North Western Railway Company et al.* November 23, 1910. Refund of \$4.10 on eight cars of poles from Masonville, etc., Mich., to Chicago, Ill., on account of nonallowance for stake equipment.

13487. *Griswold Seed Company v. Chicago, Burlington and Quincy Railroad Company et al.* November 28, 1910. Refund of \$147 on seven cars of potatoes from Comstock and Rustad, Minn., to Lincoln, Nebr., on account of excessive rate.

13504. *W. Bledsoe and Company v. Vandalia Railroad Company.* November 22, 1910. Refund of \$4.61 on one car of coal from Macksville, Ind., to Decatur, Ill., on account of excessive rate.

13507. *Savage Fire Brick Company v. Baltimore and Ohio Railroad Company.* November 23, 1910. Refund of \$12.67 on one car of clay from Williams, Pa., to Weston, W. Va., on account of excessive rate.

13514. *C. W. Lane and Company, Incorporated, v. Seaboard Air Line Railway.* November 23, 1910. Refund of \$366.94 on nine cars of sand from Atlanta, Ga., to Hardwick, Ala., on account of excessive rate.

13532. *John B. Ransom and Company v. Chicago, Rock Island and Pacific Railway Company.* November 23, 1910. Refund of \$5.01 and waive collection of \$5.42 on shipment of lumber from Nashville, Tenn., to Oklahoma City, Okla., on account of excessive rate.

13536. *Retsof Mining Company v. Pennsylvania Railroad Company et al.* November 23, 1910. Refund of \$12 on one car of salt bags from Retsof, N. Y., to Holly Beach, N. J., on account of excessive rate.

13549. *Griffin Produce Company v. Missouri, Kansas and Texas Railway Company et al.* November 25, 1910. Refund of \$10.08 on one car of apples and pears from Grand Junction, Colo., to McAlester, Okla., on account of excessive rate.

13555. *Moore and Munger v. Baltimore and Ohio Railroad Company.* November 29, 1910. Refund of \$8.06 on one car of clay from Philadelphia, Pa., to Cameron, W. Va., on account of excessive rate.

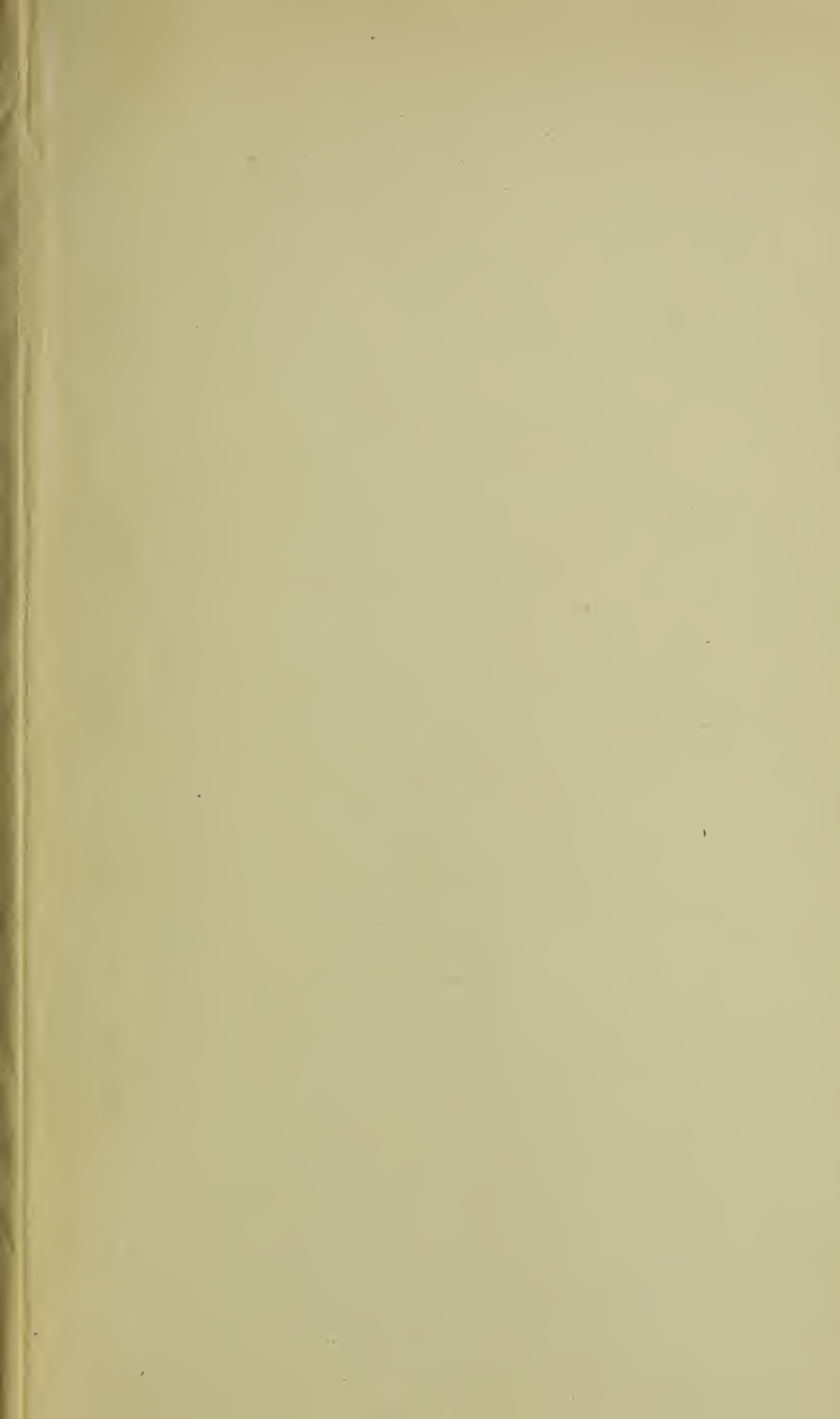
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